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Vol. 14 No. 7

January 1972

Transit-Times



**Federal grant to help finance
Five-year improvement program**

New equipment funded by federal grant

A federal grant has cleared the way for a capital improvement program which will give East Bay bus riders top quality transportation for many more years to come.

The \$7,670,000 grant from the U.S. Department of Transportation's Urban Mass Transportation Administration (UMTA) will help provide 215 new buses and improved facilities, ranging from shelters and bus benches to garage structures, during the next four years.

The grant will cover two-thirds of projected costs of \$11,505,000 during the first four years of a planned 10-year program to maintain AC Transit as the outstanding bus system in the nation. Funds

THE COVER—Stacks of silver dollars symbolize the impact the federal grant will have on East Bay communities.

for the fifth and later years are expected to be allocated later.

Most of the money will be spent to buy new buses.

An existing grant, combined with the new grant, will allow purchase of 100 new diesel coaches this year. Indications are that, within three years, gas turbine engines will be available.

By the time BART becomes fully operative, AC Transit plans to have 670 coaches in its fleet, most of them of modern design, to match the appearance and riding quality of rail rapid transit equipment.

With the new buses, the District expects to retire the last of the older buses remaining from the days of Key System Transit Lines. During the next ten years, AC Transit expects to buy 600 new buses, many of them of an entirely new design.

All the new diesel buses will have pollution control devices, ensuring AC Transit's goal of having one of the cleanest burning fleets in the country.

Air conditioning will be provided in buses used in basic main line and local service in southern Alameda County.

The grant also will permit the remodeling and refurbishing of 61 45-passenger air-conditioned buses purchased in 1961 for Bay Bridge runs.

The 100 buses to be purchased this year will include 60 51-passenger coaches, 25 45-passenger and 15 33-passenger buses, to be used on neighborhood lines where patronage is light.

The federal grant will permit erection of 50 new bus shelters and installation of 50 new, modern concrete bus benches at selected locations.

Funds also will be provided for installation of modern, inside bus cleaners at the three operating divisions and installation of an additional, new-type bus washer at Richmond Division, similar to models now in operation at Emeryville and Seminary yards.

The improvement program covers replacement of bus head signs and more than 5500 bus stop signs, in keeping with realignment of bus routes to serve BART.

LEGISLATIVE VISIT—A group of Washington State legislators visited AC Transit just before Christmas as part of their study of California transit systems. Part of the group, left, is having operation of the steam bus explained to them by Safety Engineer Gordon Wadsworth, second from left, while driver Cecil Gross, third from right, listens.



District to purchase 20 new buses; Hopes to acquire 40 more by June

AC Transit has ordered 20 new buses equipped with anti-pollution kits and hopes to purchase another 40 by June 1.

A contract for furnishing 20 51-passenger buses was awarded to General Motors this month by the Board of Directors on a low bid of \$36,486.67 per bus, delivered to Emeryville. Before the contract is final, however, the bid will be analyzed by management representatives. The agreement includes an option to purchase the additional equipment by mid-year.

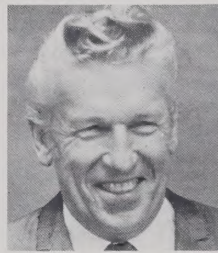
Purchase of the current order is fi-

nanced under a grant made last year by the U.S. Urban Mass Transportation Administration. The grant for \$944,846 covered purchase of new equipment and installation of an improved fuel injector in 492 AC Transit coaches.

The District also is developing specifications for 15 smaller buses, included in the same grant.

Rinehart, Warren Re-elected

Ray Rinehart and E. Guy Warren were re-elected president and vice-president of the AC Transit Board of Directors this month.



Ray Rinehart
consecutive term.

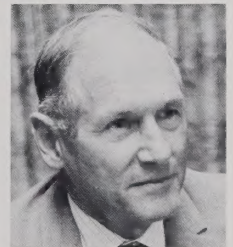
Both men have long records of public service.

Rinehart, 60, was chosen by his fellow Board members for a second

Warren now is in his fourth straight year as vice-president.

Rinehart, a certified public accountant and a resident of Piedmont, was appointed to the Board in 1963. He was elected to a full four-year term in 1964 and re-elected in 1968.

Warren, 70, is a resident of Hayward and owner of a transportation



E. Guy Warren

firm there. He was appointed to the Board in 1961, elected in 1962 and re-elected in 1966 and 1970.

Vice-president Warren also is chairman of the Board of Trustees of the California State Colleges.

Report shows EIP Successfully reduces Smoke, emissions

Buses with Environmental Improvement Program kits properly installed and maintained seldom produce visible smoke, according to a recent report issued by the Department of Transportation.

The report covered test results on 300 new buses with EIP kits plus 39 kits which had been installed in older buses.

Reduction of smoke below the point where it can be seen is the major conclusion of the report. Other conclusions are that odor and noxious emissions are "significantly reduced" when compared to earlier model buses.

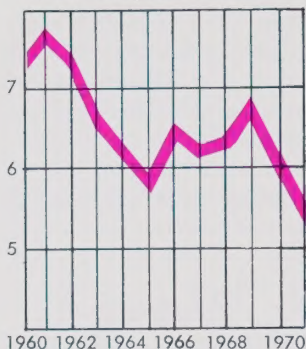
Older buses show the greatest improvement, but all buses benefit to some degree, the report indicates.

The EIP kit consists of: a new type fuel injector, a vertical exhaust stack, a muffled air induction system, energy absorbing engine mounts and a new, improved muffler.

AC Transit purchased 30 buses with EIP kits early in 1971. The kits will be standard equipment on all new purchases.

Bus riding safer than ever

**TRAFFIC ACCIDENTS
PER 100,000 MILES**



**PASSENGER ACCIDENTS PER
1,000,000 PASSENGERS CARRIED**



**THOUSANDS OF MILES
OPERATED PER ACCIDENT**



Riding aboard AC Transit buses continues to be one of the safest forms of ground transportation, according to statistics compiled during the 11 years of the District's operation.

Safety Engineer Gordon G. Wadsworth has collected data showing that total accidents involving the system's buses have declined 13.8 percent since operations were taken over from Key System.

The accident count for 1971 was 1821, compared to 2113 during 1960, the last year of Key's bus line operations.

The 1971 total was a decrease of three percent from the previous year, despite a 19-day strike during June, 1970. Adjusting for the normal number of accidents which could have been expected to occur during the 19-day shutdown would raise the 1970 total. Inclusion of

this figure would make the 1971 comparison with 1970 even better.

Safe driving miles per accident increased to 14,076 during 1971, up 10.2 percent above the previous year, and 51 percent better than the 9,329 miles per accident of 1960.

A frequency of 5.48 accidents per 100,000 miles of operation occurred during 1971, a reduction of seven percent compared to the year before, and down 25 percent below the 7.31 accidents per 100,000 operating miles recorded in 1960.

The frequency of passenger accidents also has shown consistent improvement during the District's years of operation. Accidents per million passengers carried during 1971 was 6.55, an improvement of 44 percent over the frequency of 11.70 tallied during 1960.

"Cost of living" increase raises Drivers' wages one cent per hour

A cost-of-living increase of one cent per hour for bus drivers and other union workers became effective this month, under terms of the District's union contract.

The adjustment, which is based on the U.S. Government's Consumer Price Index, brings operators' wages to \$4.94 per hour, one of the highest hourly rates paid within the transit industry.

Seminary drivers top safety Goal for six months in a row

Seminary Division drivers were the only ones to exceed the District's safe-driving goal during December. Their mark of 13,918 safe-driving miles per accident topped the 13,250 mile goal. It was the sixth straight month Seminary drivers have gone over the top.

Emeryville operators saw their string of seven consecutive months of topping the goal stopped during December.

What the Editors are Saying about Transit

Chronicle Editorial Page

Ford's Transit Idea

The solid and apparently invulnerable front maintained by the so-called "highway lobby" (automobile manufacturers, auto clubs, road-builders, truckers and oil companies) to preserve the inviolability of gasoline-tax revenues has suffered its first major defection.

Henry Ford II has broken ranks with a recommendation that the Federal Highway Trust Fund be tapped for the development of rapid transit. This is the fund that amasses \$5 billion or \$6 billion annually from the Federal tax of 4-cents a gallon on gasoline, and which has been used exclusively—thanks to the watchful eye and political clout of the "highway lobby"—for building the nation's freeway system.

Though proposals have frequently risen for channeling bits of those billions toward systems of mass transit, they have been promptly shot down by lobby artillery.

At the State level, California became familiar with the lobby's fire-power as measure after measure for diverting gas-tax funds was done to death in the Legislature. Such diversion required—and still does—amendment of the State Constitution which provides that those funds be used only for State highways and local streets and roads. In 1970, a measure for the required amendment reached the voters in the still-remembered Proposition 13, designed to alleviate some of the problems that the automobile created. It would have permitted gas-tax revenues to be used for research into air pollution and for construction of rapid transit system.

It, too, died under attack by the "highway lobby," an attack which resulted in suits against various oil com-

panies and other alleged contributors to a war-chest of disputed legality.

The Legislature has since enacted a bill that will serve some of that proposal's purpose without touching the sacrosanct gas-tax fund. It does so by extending the State sales tax to cover gasoline.

* * *

This measure, it is estimated, will provide some \$150 million a year to bolster the unprofitable public transportation systems in the metropolitan areas, and will give counties of lesser population some \$40 million a year for road and street improvements.

This is, to be sure, a far cry from the goal of regional mass-transit systems that are convenient enough and inexpensive enough to lure millions of citizens away from their automobiles, reduce highway congestion, eliminate the need for more and more freeways, and cut down air pollution from automobile exhausts.

But it is a start, and Henry Ford's conversion to the idea that gas-tax funds be invested in study, research and development of mass transit and never mind the "highway lobby," raises hopes that the goal may yet be attainable.

District distributes Two million timetables

A total of 2,178,000 pocket timetables were printed by AC Transit and distributed to patrons during 1971, an increase of 261,000 from 1970.

By far the largest number of timetables were printed for the 40-43-43A lines connecting San Leandro, East Oakland, Oakland and Berkeley. Patrons on these heavily traveled routes needed 279,000 timetables.

Commuters enjoy Christmas party At SF Terminal



ACCOMPANIMENT — Three AC Transit drivers provided music at the party. From left: J. H. Troutt, H. R. "Rocky" Shore and Chester Anderson.

UMBRELLA MAN — Supervisor Gene Gardiner was master of ceremonies but also entertained the crowd by singing, including this comedy number.



BALLERINA—Five-year-old Melodey Palmer displayed her dancing ability.

Commuters passing through the San Francisco Transbay Transit Terminal Dec. 23 stopped long enough to enjoy a Christmas Party sponsored by AC Transit and staged by District employees.

Entertainment included singing of traditional holiday season songs, dancing and musical skits.

Santa Claus, in the person of Senior Claims Investigator Fred Clarrage, was on hand to lend atmosphere. Assisting him in giving away candy canes were his "helpers," drivers Priscilla "Pat" Grap and Neysa Harford.

SHOWSTOPPER—A high point of the program was the appearance of "Frostie the Snowman," who paraded and danced for an appreciative audience of commuters.



Mystery solved?

Old Scot may have given "Gillie" room its name

As far back as the oldest of the "old-timers" can remember, the rooms where AC Transit bus drivers wait between runs have been called "Gillie" rooms. There is one such room at each of the three operating divisions.

The rooms are equipped with lockers, coffee, candy and cigarette vending machines, a television set and reading material. For some drivers, who may have long waits between runs, the Gillie room becomes a social center and a home away from home.

Walter J. Oeding, now retired, but an Executive Office employee for many years, offers an explanation for the name.

Oeding, who researched the word, discovered its Scottish origin which denotes a male retainer to a Scots Highland chieftain.

"Further," Oeding says, "one of the major functions of a gillie was as a servant at dinners given by his chieftain. In order to maintain maximum privacy, the dining hall usually had a room immediately adjacent, to which the gillies

retired until summoned.

"And this room, of course, was called the gillie room."

Oeding believes some long-forgotten Scot bestowed the name on AC Transit's waiting room for operators.

"When I was six or seven," Oeding remembers, "my father took me to the car barns at 96th Ave. and East 14th St. As we entered, he told me: 'This is the gillie room.'"

"I responded that was 'a funny name for a room.' An old time platform man who overheard me said: 'Old Mac . . . was the first man to call it that.'"

"I can't remember the last part of the name, but I recall it as being Scot."

Oeding concedes this isn't absolute proof, but thinks it's a reasonable conclusion that the name "was indeed bestowed by a patient Scot of long ago who had done his share of 'shine time' as an extra man, and who was forcibly struck by the parallel between that experience and the conditions of life of a gillie of the Scottish Highlands."

Three pensioners, one active employee Taken by death during recent weeks

Death took three AC Transit pensioners and one active employee in recent weeks.

Dead at 62 is *George W. Schenck* of Sonoma. Schenck, a service employee from April 15, 1929, until his retirement June 1, 1961, died Sept. 11. He is survived by his widow, *Elsie*.

George E. Spomer, who died Oct. 31, was a bus driver from July 27, 1942, until his retirement on Nov. 1, 1965. He was 70.

Spomer is survived by two sons, Robert and Zane, two daughters, Bonnie Jean and Veda, and his widow, Georgia, who lives in San Mateo.

Samuel J. Wolfe died Nov. 22 at the

age of 64.

Wolfe operated a street-car briefly during 1942, left and returned Aug. 4, 1943, and became a bus driver until his retirement Mar. 1, 1969.

His survivors include his widow, Julia, of 5034 Fairfax Ave., Oakland.

Richmond Division Chief Clerk *Arnold W. Duboise* died suddenly of a heart attack on Dec. 27. He was 55.

Duboise started as a motor coach operator Nov. 25, 1943, and became Chief Clerk Mar. 1, 1956.

His survivors include two daughters, Mrs. Nadine Richards and Mrs. Delores Loehr, and his widow, Joanne, 16401 San Pablo Ave., San Pablo.

NEW EMPLOYEES

AC Transit welcomed these
new workers in October,
November and December



G. Arellano
Maintenance
Emeryville



LeRoy V. Beach
Transportation
Seminary



Alan J. Berner
Transportation
Seminary



H. L. Blackwell
Transportation
Emeryville



Alan Bowerman
Maintenance
Emeryville



George E. Brown
Transportation
Emeryville



A. P. Desrosiers
Transportation
Emeryville



Ronald Driskill
Transportation
Emeryville



James E. Frank
Maintenance
Emeryville



Donald Glass
Maintenance
Emeryville



Aime Glesener
Transportation
Seminary



Gary E. Gonzales
Transportation
Seminary



Roy E. Owens
Treasury
General Office



E. N. Powell
Transportation
Emeryville



Donald E. Simon
Maintenance
Emeryville



James N. Smith
Transportation
Emeryville



J. W. Snodgrass
Transportation
Emeryville



Marvin Stengel
Transportation
Seminary



Paul S. Aiello
Transportation
Richmond



Anthony Andrade
Maintenance
Seminary



J. H. Campfield
Transportation
Emeryville



A. Casablanca
Transportation
Seminary



Arvie L. Case
Transportation
Emeryville



O. B. Chadwick
Transportation
Richmond



James G. Chaffin
Transportation
Seminary



William T. Collins
Transportation
Emeryville



Samuel J. Jones
Transportation
Seminary



Toby S. Klieman
Schedules
Emeryville



C. E. Litster
Claims
General Office



Thomas J. Lockett
Transportation
Emeryville



Thomas T. Lockett
Transportation
Seminary



Albert L. McClain
Transportation
Seminary



G. M. Sullivan
Transportation
Seminary



J. P. Underwood
Transportation
Seminary



E. A. Walters III
Transportation
Emeryville



Wm. Weisshaar
Transportation
Richmond



Edmond White Jr.
Transportation
Seminary



Oscar Williams
Transportation
Seminary



Steam bus unveiled to public

AC Transit's steam bus was unveiled to the public this month in several East Bay cities. City officials and interested citizens were given short, free demonstration rides to show them what the bus can do. The bus was scheduled to go into revenue service on Jan. 24 for extensive testing.

Special blue and gold souvenir tickets were given to everyone who rode the bus during the week-long demonstration period.

EARLY RIDERS—Board members Robert Copeland, left, and Claude Daughtry took a demonstration ride in the steam bus early this month. A. R. Lucchesi, right, describes features of the bus before the ride.



SOUVENIR TICKET—A. R. "Tony" Lucchesi, right, AC Transit's steam bus project manager, hands special souvenir ticket to Board member William Berk, left, while Board President Ray Rinehart watches.

Employee suggestion plan is adopted; Awards up to \$25,000 can be earned

An employee suggestion program with "teeth" in it is scheduled to be launched by AC Transit during February.

Under terms of the new program, employees and pensioners can earn from \$25 to \$25,000 if their suggestion will save time, money or materials.

The suggestion program is called Valuable Ideas Program, or VIP.

Awards will be based on a ratio of ten percent of the estimated actual savings attributed to the suggestion.

If an idea will save \$16,500, the award will be \$1,650.

All employees or pensioners are eligible to participate in the program except for the three members of the VIP Committee and employees whose jobs are in

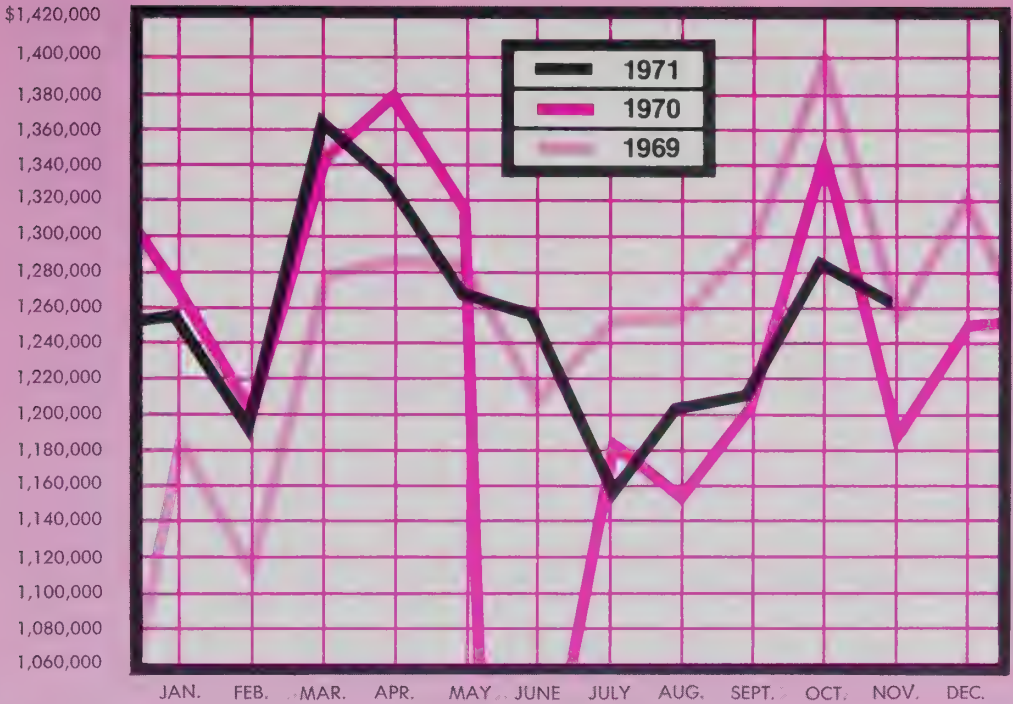
certain restricted categories and who offer suggestions related to their jobs.

The object of the plan is to stimulate employees and pensioners toward coming up with concrete suggestions which are of value to the transit system, and to reward them for their ideas.

Ideas and suggestions must be written on special forms and forwarded to the VIP Committee for study, evaluation, and determination of the award amount.

If the Committee determines that the idea is practicable, and usable by AC Transit, it then estimates how much savings will accrue during the first 12 months after the idea is adopted. It will recommend adoption and an award of ten percent of the savings.

3 year passenger revenue comparison



Healthy gains scored in November

Healthy gains in all revenue and patronage categories were scored during November, compared to similar categories during the same month one year ago. The largest percentage increase was an 8.75 percent gain in commute book sales, up \$22,133 to \$274,955.

Total passenger revenue for the month was \$1,263,258, up \$83,153 or 7.05 percent above the \$1,180,105 collected during November, 1970. East Bay revenue was \$685,385, up \$52,756 from the \$632,629 dropped into fare boxes a year ago—an increase of 8.34 percent. Transbay revenue of \$577,873 was up \$30,397 or 5.55 percent above the \$547,476 collected during November, 1970.

AC Transit carried 4,318,849 passengers during November, up 258,454 or 6.37 percent above the 4,060,395 carried during the same month one year earlier. East Bay buses carried 3,122,721, up 207,892 or 7.13 percent above the 2,914,829 carried during November, 1970. On transbay lines, patronage for the month totaled 1,196,128, up 50,562 or 4.41 percent above the year-ago figure of 1,145,566.

Nationally, the transit industry indicated a decrease in revenue passengers of 1.98 percent.

Operating costs during November were \$1,857,147, up \$159,524 or 9.40 percent above year-ago expenses of \$1,697,623. The system operated 2,131,456 miles of service, an increase of 87,081 miles or 4.26 percent above the November, 1970, mileage of 2,044,375.

Total income of \$2,088,409 covered operational costs, depreciation and bond debt requirements, leaving a surplus of \$26,866.



Ray H.
Rinehart



E. Guy
Warren



Robert M.
Copeland



Claude
Daughtry



William E.
Berk



John
McDonnell



William J.
Bettencourt

Actions of the Board

At an adjourned regular meeting Dec. 22, the Board of Directors:

- Amended a previous resolution to allow participation in the super bus project without stipulation of the right to purchase pre-production vehicles, on motion of Director Bettencourt.

* * *

At a regular meeting Jan. 12, the Board of Directors:

- Re-elected Ray Rinehart as Board president, on motion of Director Bettencourt. (See story, Pg. 3)

- Re-elected E. Guy Warren as Board vice-president, on motion of Director McDonnell.

- Awarded contract for 20 new buses to lowest bidder, subject to review of proposals by management, on motion of Director Copeland. (See story, Pg. 3)

- Authorized Manager of Maintenance to accept Fleet Owner Maintenance Efficiency Award, on motion of Director McDonnell.

- Authorized Board members and General Manager to attend exhibit and demonstration of advanced designs of transit equipment in Washington, D.C., on mo-

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
508 16th St., Oakland, California 94612
Telephone (415) 654-7878
Joseph McCord, Editor

BOARD OF DIRECTORS

RAY RINEHART	President
Director at Large	
E. GUY WARREN	Vice President
Ward V	
ROBERT M. COPELAND	Director at Large
CLAUDE DAUGHTRY	Ward I
WILLIAM E. BERK	Ward II
JOHN McDONNELL	Ward III
WM. J. BETTENCOURT	Ward IV

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HAROLD M. DAVIS	Assistant General Manager for Personnel
GEORGE M. TAYLOR	Assistant General Manager for Administration and District Secretary
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ROBERT E. NISBET	Attorney
DONALD J. POTTER	Transportation Manager
WARREN E. ROBINSON	Transportation Engineer
GORDON G. WADSWORTH	Safety Engineer

tion of Director Copeland.

- Adjusted salary ranges and created new position of Chief Supervisor-Assistant Transportation Superintendent, on motion of Director Bettencourt.

AC Transit

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Vol. 14 No. 8

February 1972

Transit-Times



MAR 6 1972

PHOTOGRAPH BY [illegible]



**Drivers recognized for
New safety excellence**



PASSENGERS APPROVE — East Bay people who rode the steam bus during its week-long demonstration generally expressed approval of the steam power concept. First day revenue passengers were interviewed for answers to specific questions about the bus. Bottom, left, on this page is the first fare-paying passenger, Joe Marks of Oakland. Above him is training instructor Cecil Gross who drove the bus during testing periods.



Steam bus demonstrated

Bus riders have a keen awareness of pollution and its causes. This fact was prominent when steam bus passengers were interviewed during the first day of operation of the bus last month.

More than 85 percent of first day riders correctly labeled auto exhaust as the major polluter.

Similarly, some 86 percent thought steam power will help reduce smog.

Nearly everyone who rode the bus approved of the experiment, with only a handful objecting.

At the end of the first day a mechanical breakdown occurred. The bus now is undergoing repairs and a period of scientific testing before resuming service.



Vice-president Guy Warren dies

E. Guy Warren, vice-president of the AC Transit Board of Directors, died in Hayward February 5 at the age of 71.

Warren, who was instrumental in the effort which created AC Transit in the mid '50's, was appointed to the Board in June, 1961, replacing Paul E. Deadrich who had resigned.

Warren was elected to a full four-year term in 1962, re-elected in 1966 and again in 1970. In each of his three elections, he ran unopposed.

He was in his fourth straight year as vice-president at the time of his death.

State college board chairman

He also was chairman of the Board of Trustees of the California State Colleges, a position he had held for 18 months. He served ten years on the state board, having been appointed in 1962 by former Governor Edmund G. Brown.

He was a member and president of the Hayward High School Board of Trustees in the early '40's, president of the Hayward Chamber of Commerce later in that decade, a member of the California State Chamber of Commerce's transportation committee in the early '50's, a member of the Hayward Airport Board of Directors and was an official of a long list of other organizations.

He headed several bond drives in the Hayward area, as well as hospital fund drives and, in 1954, was named as Hayward's "most distinguished citizen."

Two decades in transit

Warren's work in the transit field began in May, 1951, when he was appointed by the Alameda County Board of Supervisors to the Rapid Transit Committee. In August, 1953, he was appointed

to the Alameda-Contra Costa Transit Committee, following the merger of parallel committees in both counties.

In April, 1956, Warren was appointed to the 15-man East Bay Transit District Organization Committee, the group which spearheaded enactment of the Transit District Law and the subsequent formation of AC Transit.

Later, he was active with the groups which conducted the successful formation election and bond issue elections. He was appointed to the AC Transit Board in 1961.

On AC/BART coordination committee

Early last year, Warren was one of three AC Transit directors named to the important joint committee on AC/BART coordination. He played a leading role in implementing coordination of the two transit systems.

Warren's other great interest was education and the improvement of the state college system. As a member, and most recently as chairman of the colleges' governing board, he aided in the growth of the system to its rank of pre-eminence in the country.

He generally is credited with having been the dominant factor in getting a state college campus built in Hayward, putting up a large sum of his own money to pay for an engineering study which convinced the State to build the campus.

He was the owner of Warren Transportation Co. which he founded in Hayward in 1928.

Surviving Warren are: his widow, Adair; a son, Richard; a brother, Stafford W. Warren, dean of the UCLA medical school; and five grandchildren.



E. Guy Warren



Jobs are shuffled As veterans retire

NEW PURCHASES MANAGER — John A. Krajcar, left, gets some final instructions from Howard Beebe just before Beebe retired. Krajcar succeeds Beebe as Purchases and Stores Department manager.

A major shuffling of jobs took place in AC Transit's Purchases and Stores Department this month with the retirement of two veteran employees, Howard D. Beebe and Thomas E. McIntyre.

Beebe, who spent 43 years in the transit industry, retired as manager and will be succeeded by John A. Krajcar.

McIntyre, who started as a stenographer Nov. 17, 1936, will be succeeded by Robert Dunn.

Dunn's job as senior clerk will, in turn, be filled by Miss Olivia Amaral.

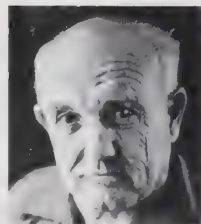
In a related move, George Akers was promoted to supervisor of stores.

Beebe, 65, started his career with the Los Angeles Railway in 1929 in the purchases and stores department.

He was transferred to the Bay Area in 1947 by National City Lines which, at that time, owned both the Los Angeles and East Bay systems.

A native of Jefferson, Iowa, Beebe and his wife of 45 years, Marguerita, now live in Castro Valley. They have two sons and four grandsons.

McIntyre, 62, was called into the Army in 1942 after six years with Key. He served in the Alaska combat zone and was discharged as a sergeant in 1945.



T. E. McIntyre retirement.

A native of Montreal, Canada, McIntyre and Norma, his wife of 21 years, live in Hayward.

Just before he left, McIntyre said:

"After 36 years, it's time for somebody else to spend AC Transit's money; all I want to do now is relax and enjoy life."

Krajcar was born in Joliet, Illinois, 50 years ago. He started his career as a stores supervisor-clerk in 1946, shortly after being discharged from the Army.

Promoted to supervisor of stores in 1950, he became assistant manager in 1968.

Dunn, who succeeds McIntyre March 1, started with Key System as a parts clerk in 1946. He was appointed storekeeper in 1951 and invoice clerk in 1962.



George Akers

A resident of Pleasant Hill, the 52-year-old Dunn and his wife, Betty, spend much of their time on yard work and playing with their grandson.

Akers was promoted to supervisor of stores February 1, after serving as leadman in the Emeryville store the past two years. Now 35, he began as a parts clerk nine years ago.

Akers, his wife, Hetty, and their daughter, Christina, live in Pleasanton.



Olivia Amaral

Miss Amaral, who moves over to Dunn's desk, began with Key during World War II as a clerk, later becoming a secretary/stenographer, and then a secretary on January 1, 1962.

BART/AC transfer plan approved

A one-way free transfer from BART trains to AC Transit buses has been approved by the AC Transit Board.

Under the plan, a rider would pay his regular bus fare en route to a BART station. Returning, he would receive a transfer at BART which would be good for a ride on connecting bus service at no additional charge. Regular BART fares would be paid in both directions.

The net effect of this transfer procedure for round-trip passengers using both systems would be a 50 percent fare reduction for the feeder bus ride portion of the trip.

Revenue losses under this arrangement would be borne equally by BART and AC Transit, according to the proposal.

The plan was part of a four-part suggestion made to the two transit districts by Joseph Bort, Alameda County supervisor and chairman of the Metropolitan Transit Commission, at a meeting last November.

Sixty new buses due For delivery in June

Sixty new buses, all with anti-pollution kits, will be added to AC Transit's fleet of coaches, with delivery starting in June.

The Board of Directors approved awarding a contract for purchase of the first 20 buses to General Motors, on a low bid of \$36,486 per bus, delivered at Emeryville. At the same time, directors approved exercising an option to purchase another 40 buses by mid-year.

The total equipment package, including fare boxes and two-way radios, is priced at \$2,257,160. Two-thirds of costs will be financed by the U.S. Urban Mass Transportation Administration.

In line with long-range planning, the district expects to buy a total of 100 new buses this year and 240 more during the next four years, retiring the last of the old Key System Transit Lines equipment.

AC Transit directors and representatives from BART agreed to recommend the proposals to their respective boards for approval.

As an optimum, AC Transit has sought the same transfer privileges now accorded its own passengers. No charge is made by the bus system for riders transferring between East Bay lines or between East Bay and transbay lines, directors pointed out. Nor has any charge been made by predecessor companies for several decades.

Passengers should be able to transfer free between AC Transit buses and BART trains, if the use of public transportation is to be maximized, in the opinion of AC Transit's directors.

At present, the round trip bus fare from Hayward to 12th Street, Oakland, is 80 cents. The BART fare, for the same round trip, is \$1.20, a 50 percent increase, without taking into account any additional fares for feeder bus service.

Bort also urged every effort be made to substantially reduce parallel express bus service between Southern Alameda County and downtown Oakland.

Alan L. Bingham, AC Transit general manager, pointed out that bus realignments, already approved by the Board, call for a 75 percent reduction in bus service between Southern Alameda County and Oakland. The remainder of express service is being retained because of demands by present commuters.

Arthur Young and Company Awarded audit contract

The Oakland office of the nationally-known auditing firm, Arthur Young and Co., was awarded a one-year renewable contract this month to conduct an audit of AC Transit's books.

Board policy is that no one firm may conduct the district's audit for more than five consecutive years, a limit reached by the previous auditing firm.

All divisions top Safe-driving goal During January

Drivers in all three AC Transit operating divisions topped the safe-driving goal during January. During the same month, the Safety Department awarded 67 "safe-driver" shoulder patches.

January was the seventh straight month of exceeding the 13,250 miles-per-accident goal for Seminary Division drivers. They went over the goal with 14,615 safe-driving miles.

THE COVER—Seminary Division operator Henry Lim, who symbolizes AC Transit's many safe drivers, looks proudly at his new shoulder patch.

Emeryville drivers with 14,270 miles-per-accident, and Richmond drivers with 13,292 miles, topped the monthly goal.

A recap of shoulder patches awarded showed 787 drivers added another year to their existing records during 1971.

For each 12-month period during which a driver does not have an accident, he is entitled to a patch showing his total number of safe driving years.



LARSON LEAVES AGAIN—John F. Larson, who returned from retirement to resume duties as interim treasurer-controller for four and one-half months, "retired" for the second time at the end of January. The "double retirement" is symbolized by Larson's image reflected in the front door of the District's executive office. Larson stayed on long enough to introduce his successor, Lowell Weight, to the intricacies of the job.

BART patrons will Get bus information

With the imminent opening of BART, one of the services which will be provided for public transit riders will be information about schedules, transfer rights and other matters.

To provide the closest possible coordination between the two systems, BART personnel have been studying AC Transit bus routes so that they will be able to answer questions from patrons about bus service.

A direct telephone link between information centers also will be installed.

TRACING TRANSIT ROUTES — Mrs. Maria Robie, left, who will be supervisor of BART's Information Center, learns AC Transit bus routes.



Riders, income down in December

After healthy gains in all categories had been recorded during November, passenger and revenue figures turned around in December and sagged slightly.

Total passenger revenue for December was \$1,219,179, down \$33,883 or 2.70 percent below the \$1,253,062 collected during December, 1970. East Bay revenue was \$646,289, down \$26,390 from the \$672,679 dropped into fare boxes a year ago—a decrease of 3.92 percent. Transbay revenue of \$572,890 was down \$7,493 or 1.29 percent below the \$580,383 collected during December, 1970.

Commute book sales totaled \$251,080, off \$2,164 from sales of \$253,244 during the same month a year ago—a loss of .85 percent.

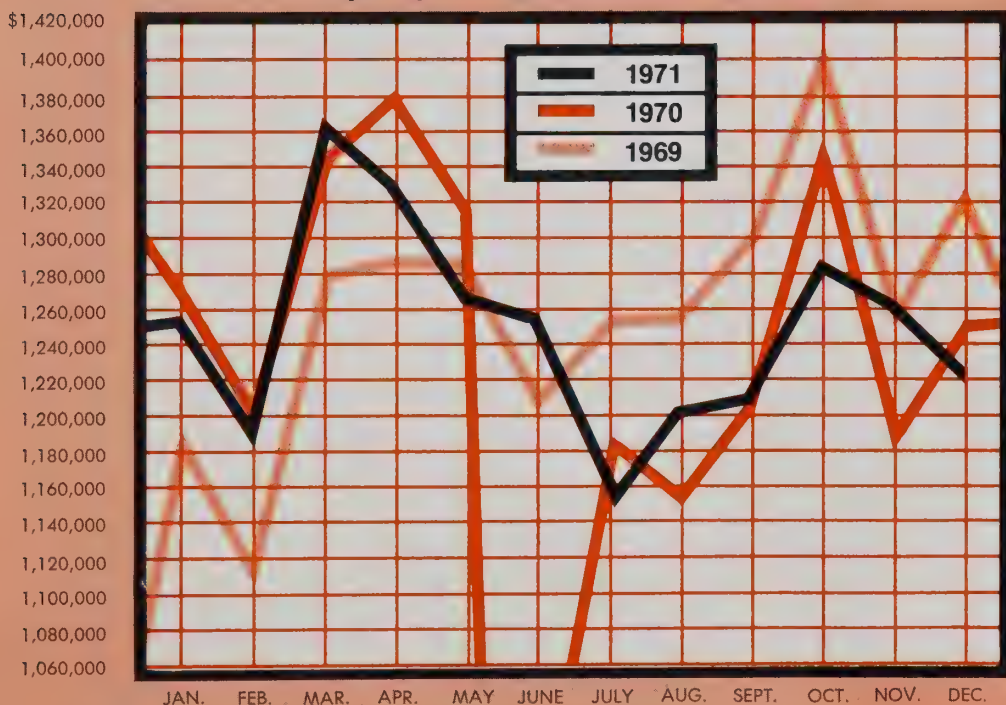
AC Transit buses carried 4,105,339 passengers during December, down 91,729 or 2.19 percent below the 4,197,068 carried during the month of December, 1970. East Bay buses carried 2,941,311, off 68,823 or 2.29 percent below the 3,010,134 who rode during the same month a year earlier. On transbay lines, patronage for the month totaled 1,164,028, down 22,906 or 1.93 percent below the December, 1970, figure of 1,186,934.

Nationally, the transit industry indicated a decrease in revenue passengers of 7.83 percent.

Operating costs during December were \$1,928,407, up \$101,129 or 5.53 percent above year-ago expenses of \$1,827,278. The system operated 2,161,294 miles of service, an increase of 46,412 miles or 2.19 percent above the December, 1970, mileage of 2,114,882.

Total income of \$2,024,509 left a deficit of \$108,353 in meeting full bond debt requirements and operating costs.

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting Jan. 26, the Board of Directors:

- Authorized General Manager to exercise option to purchase 40 additional coaches, on motion of Director Copeland.
- Authorized General Manager to advertise for bids for fareboxes and mobile radios, on motion of Director McDonnell.
- Directed route changes for Lines "A", 80 and 83 in downtown Oakland due to the closing of 13th St., between Broadway and Washington St., on motion of Director McDonnell.
- Approved recommendation of the Finance Committee that Arthur Young and Co. be invited to make a presentation regarding proposed auditing services, on motion of Director McDonnell.
- Adopted resolution of intention to levy tax in accordance with provision of State code, on motion of Director Daughtry.

* * *

At a regular meeting Feb. 9, the Board of Directors:

- Authorized General Manager to retain Arthur Young and Co. as independent auditors for one year, on motion of Director Copeland.
- Adopted resolution memorializing the late E. Guy Warren, director from Hayward, and expressing sympathy to his family, on motion of Director Daughtry. (See story, Pg. 3)
- Approved a one-way free transfer from BART trains to AC Transit buses, with both agencies sharing the revenue loss equally, on motion of Director Daughtry. (See story, Pg. 5)

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
 508 16th St., Oakland, California 94612
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GORDON G. WADSWORTH	Safety Engineer
LOWELL D. WEIGHT	Treasurer-Controller

Slide-show history Program available

"Why You Can't Get There From Here!" a slide-show history of the development of transit systems in the East Bay, is available for any interested group, service club or school class.

The program consists of some 80 slides of past, present and future transit equipment, with narration by AC Transit News Bureau Editor Joseph McCord who explains the pictures and answers questions.

Interested groups should contact McCord at: AC Transit Public Relations Dept., 508 - 16th St., Oakland, 94612; or phone: 654-7878, extension 209.

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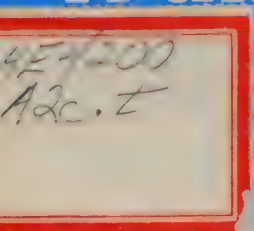
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Vol. 14 No. 9

March 1972

Transit-Times



Bus/train coordination moves ahead

AC Transit/BART coordinated projects

Will make riding easy for public

Both AC Transit and BART are well along in coordinated projects to tell the public how best to use bus and train service for future riding.

The extent of progress was reported at a meeting this month of the Board of Control of the AC/BART coordination project and the Metropolitan Transportation Commission.

Bus stop signs

Directors were told that new AC Transit downtown bus stop signs will have a band of BART blue at the bottom so the public can tell, at a glance, that a bus serving BART stops at that location.

Most of the signs will carry the wording, in white letters, "BUSES TO BART STOP HERE." In the body of the sign itself will be the number of the line, the station to which it operates and any exceptions in service.

Within two blocks of subway stations, bus signs will give the destination of the nearest subway entrance. Adjacent to stations, the signs will read: "BART STATION STOP."

Signs which now read only "Bus Stop" will carry the same "BUSES TO BART STOP HERE" message, and will include the number of the line making the stop and whether or not it goes to BART.

Informational innovations include an experimental BART light for buses traveling to train stations.

The experimental light, which still is

are en route to BART stations, alerting passengers that a BART bus is approaching. After leaving stations, the light would be flipped off by the operator, to be reactivated before the bus reaches the next BART station.

New portable plastic signs have been designed for older coaches which will be phased out during the next four years.

Head signs

Head signs on buses also are being changed to include BART information. This job involves 10,700 new inserts for headsigns, with 500 inserts a day being turned out at AC Transit's Emeryville shop.

New pocket schedules are being prepared for 36 lines which have to be rerouted and rescheduled to serve BART.

In all, 69 bus lines will be serving BART in its first phase, observing schedules designed to make the best possible connections with BART trains during peak traffic flow periods.

Timetable inserts

A special timetable insert has been designed for passengers transferring from BART trains to buses at outlying areas where a wait of 30 minutes or more might be expected.

The insert includes both bus and train information and timetables, listing which BART trains should be taken to make a direct connection with the desired bus. The schedule—also an innovation for the industry—will save passengers an inconvenient wait at the transfer point.

BART efforts

BART reported at the meeting on a bus stop sign designed for stops on station property; on inclusion of bus information in different BART publications; and on maps to be displayed in BART stations. Both agencies are working together on the training of PBX/-Information clerks to answer either bus or train queries.

THE COVER—Looking at the new headsign and the experimental "TO BART" light are, from left: AC Transit Director Robert Copeland; Paul Bay, project director for the Metropolitan Transportation Commission; BART Director Richard Clark and MTC representative from Santa Clara County, Jack Beckett.

under development, carries the words "TO BART" in a blue square next to the headsign on the front of the bus. The light would be turned on as buses

Bettencourt elected vice-president

William J. Bettencourt, one of the original members of the AC Transit Board, was elected vice-president earlier this month.

He will fill out the remainder of the term of the late director E. Guy Warren who died early in February.

Bettencourt, who served as president of the board in 1961 and 1962, has served continuously since his original election in 1956. He represents Ward IV which consists of San Leandro and East Oakland.



Wm. Bettencourt

Currently, Bettencourt is director of public relations at St. Joseph's Hospital,

San Francisco. Previously, he was director of public relations for Friden Division of the Singer Company, San Leandro.

He also has served as executive secretary of Catholic Charities, Archdiocese of San Francisco, and director of public relations and alumni executive director of St. Mary's College.

Bettencourt is active in a number of organizations, particularly groups devoted to community betterment. He is past president of the Sierra Club of San Leandro, past president of the San Leandro Development Committee and active on the Citizens Advisory Board, St. Rose Hospital.

The family home is at 1213 Estudillo Ave., San Leandro.

Outside safety lights to be installed; Will light passenger loading areas

Outside safety lighting, for passengers boarding or leaving buses after dark, will be the latest improvement on AC Transit coaches.

Installation of passenger lights on the outside of buses, above front and rear doors, has been approved by the Board of Directors.

The small, partially shaded lights brighten the area from bus steps and across sidewalks. They are the same type of lights now used in bus stairwells

and will provide extra illumination for passengers waiting for buses and for those leaving buses at a stop.

The small lights, which will be on the curbside only, will not bother motorists. They are expected to provide additional safety for passengers.

Sixty new buses now on order for mid-year delivery will come with the new lights. After evaluating passenger reaction, the District may install lights on other coaches in the fleet.

AC Transit only major Western system To show continuing rider increase

AC Transit has kept its rating for another year as the only major transit property in the West to show a steady increase in riding during the past 11 years.

Patronage on AC Transit buses was up 11.35 percent in 1971, compared to 1960.

The passenger count during the 11 year period rose from 45,426,000 riders during 1960 to 50,584,900 during 1971.

During the same period, the number of passengers carried by public transit systems in all United States cities declined 26.41 percent.



"Long train" picture Stirs old memories

SIXTY YEARS AGO—This was the first of the "long trains," according to veteran operator Charles R. Glotfelty, shown leaning out of the lead car. The train was parked on Adeline St. at 60th.

In December, Transit Times ran a photo of an 11-car train put together in 1919 to help carry a load of sailors to the old Key Route Inn. The accompanying text suggested it might have been the longest train ever put together in the East Bay.

Reader Charles R. Glotfelty of 3350 Laurel Ave., Oakland, recalled a 1912 train of ten cars he said was the longest one put together up to then.

Glotfelty, who was the operator, recalls the train picked up a load of soldiers at the pier from San Francisco and

took them to the University of California at Berkeley.

Since trains normally had only three or four cars, transit officials "were worried something would go wrong," Glotfelty says.

"I recall that the last thing Superintendent Earl Thornton said to me before I pulled out was: 'Whatever you do, Charlie, don't hit anything.'"

"Nothing happened, of course, and I had completely forgotten about the train until I saw the picture in Transit Times," Glotfelty declares.

Loren Ball appointed to Newly created position

Loren Ball, a 12-year veteran with AC Transit, was appointed last month to the newly created position of chief supervisor-assistant superintendent.



Loren Ball

He will make supervisors' assignments, detail their work and set up extra service for special events such as football games.

Ball, 44, started his transit career as a bus driver in February, 1957. He left two years later but returned in 1960 and was quickly promoted to assistant dispatcher and supervisor.

Ball's wife, Elta, has worked in the district's accounting department five years. The couple live in Richmond and have two sons and a daughter.



GOLF CHAMPS—AC Transit driver James Davis, left, happily accepts golf trophy from Manager of Maintenance A. R. "Tony" Lucchesi. The trophy is visual proof of district drivers' victory over drivers from the San Francisco Municipal Railway. Davis is captain of the golf team which competed



"Mo" gets Married

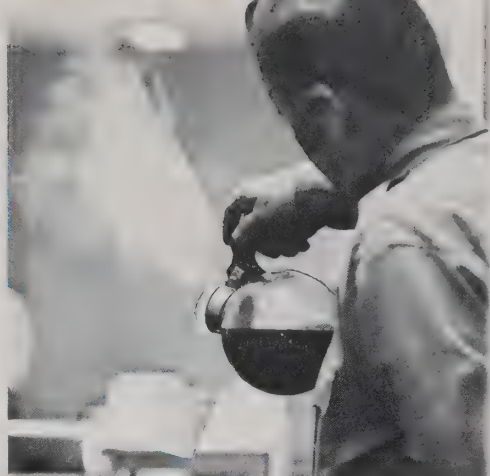
"MO" NO MORE — G. L. Modjeski, who became Mrs. Cecil Gross last month, met her new husband at AC Transit. He is a training instructor.

G. L. Modjeski—who never uses her first name—changed her last name in February, but not her status as probably the only woman to fill a chief clerk's post for a metropolitan transit district.

"Mo," a respected tradition at AC Transit, married Cecil Gross, training instructor and first driver of the first modern steam bus.

Drivers who operate out of AC Transit's Emeryville Division come under "Mo's" jurisdiction. They long ago learned that having a lady boss has definite advantages, such as a big heart and a ready ear for troubles.

A one-time street car operator, "Mo" is remembered for her reaction to a swearing passenger. She literally kicked him off the car. He didn't hit a single step on his way out.



MAGIC CUP?—Driver Ray L. Bryant pours coffee into a cup which seems to be suspended in mid-air. The pot represents the free coffee and doughnuts given to Richmond and Seminary drivers who exceeded their safe-driving goal during February.

Seminary drivers top Safe-driving goal again

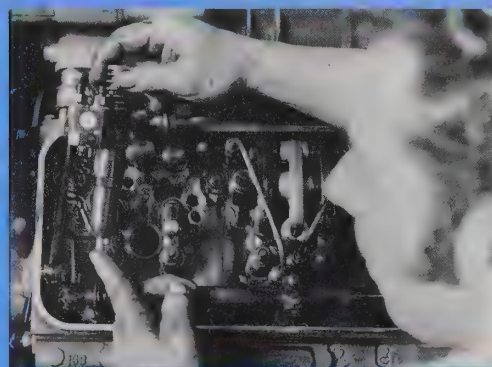
Seminary Division drivers topped their safe-driving goal for the eighth straight month during February by recording 14,688 miles-per-accident.

Richmond drivers made it two months in a row with a 16,621 mile mark.

Drivers in both divisions were rewarded with free coffee and doughnuts.



POLLUTION FIGHTERS—A line-up of 40 Low Sac Needle (LSN) fuel injectors waits to be installed in AC Transit buses. The new injectors, which will help to drastically reduce emissions from diesel engines, are being installed in all "New Look" coaches owned by the district.



INSTALLATION—Mechanic Al Villata of Richmond Division prepares to install an LSN injector. Villata and other mechanics are spending three hours on each engine, installing injectors and tuning engines to get the greatest benefit from the new low-pollution device.



Chief clerk "Bill" Green Is dead

WHERE HE LIKED TO BE—"Bill" Green, who died late last month, thoroughly enjoyed taking school children on tours through AC Transit's Emeryville Division. He is shown here demonstrating a sewing machine in the upholstery shop.

The deaths of eight present and former AC Transit employees were reported to the district this month.

Wilson H. "Bill" Green, genial Chief Clerk of the Maintenance Department, died in his sleep Feb. 27, ending a transit career which spanned more than two decades.

Green, 57, started to work for Key System Transit Lines nearly 21 years ago as a clerk. He was made Chief Clerk a month and a half later and has served in that capacity since, through the Key regime and with AC Transit.

In his capacity at Emeryville Division, he was responsible for maintenance office personnel and for the keeping of all records.

School children from the entire East Bay knew him as the quiet-spoken, friendly guide who took them on tours of the maintenance department and through the bus washer.

Green made his home with his family at 250 Fairway St., Hayward. He is survived by his widow, Evelyn; five sons, Robert, Rocky, Ricky, Randy and Rane, and four grandchildren.

Driver *Harold L. Blakeley* died Jan. 15, just 13 days short of his 49th birthday. He had worked for the district since Feb. 13, 1962.

Blakeley, of 5932 San Diego St., El Cerrito, is survived by his widow, Florence, and his son, Kevin.

Retired operator *John J. Cadigan* died Feb. 5 at the age of 77. He was em-

ployed from May 1920, to July 1, 1948.

Cadigan is survived by his widow, Catherine, of 3555 Maple Ave., Oakland.

Sherer G. Culver, a Key System vice-president, until his retirement Mar. 1, 1947, died Feb. 27. He was 84.

Culver's career dated from Apr. 29, 1911. He is survived by his widow, Margaret, of 55 Crestview Dr., Orinda. Other survivors include two daughters and a son: Margaret Milner of Santa Rosa, Edith Hassan of Piedmont and Robert Culver of Portland, Oregon.

Jack Hegarty, 75, died Feb. 10. He worked as a bus driver from Jan. 27, 1937, until his retirement May 1, 1970.

He is survived by his widow, Agnes, of 7109 Blake St., El Cerrito, and two children, Edward and Rosemary.

Earle L. Johnson, 74, a retired trainman, died Feb. 11. His transit career lasted 27 years, from Apr. 13, 1923, to July 1, 1950.

His survivors include his widow, Marie, of Solvang, California.

Mrs. Corinne I. Poe, who had been a ticket seller at the Potrero Transit Terminal in San Francisco until her retirement Mar. 1, 1966, died Jan. 22 at the age of 66. She had worked for Key and AC Transit from May 1, 1944.

William H. Taylor, 88, who was a fare gate tender at the time of his retirement on June 1, 1958, died Feb. 20. He had been employed from Dec. 24, 1923. His survivors include his widow, Gladys, of Montebello, Calif.

January figures show no change

Practically no change was recorded in January patronage and revenue figures compared to January, 1971. There was less than one percent difference, either up or down, in the most significant figures.

Total passenger revenue for January was \$1,236,424, down \$7,898 or .63 percent below the \$1,244,322 collected during January, 1971. East Bay revenue was \$657,068, down \$6,269 from the \$663,337 dropped into fare boxes a year ago—a decrease of .95 percent. Transbay revenue of \$579,356 was down \$1,629 or .28 percent below the \$580,985 collected a year ago.

Commute book sales totaled \$277,034, up \$8,128 from sales of \$268,906 during the same month one year ago—a gain of 3.02 percent.

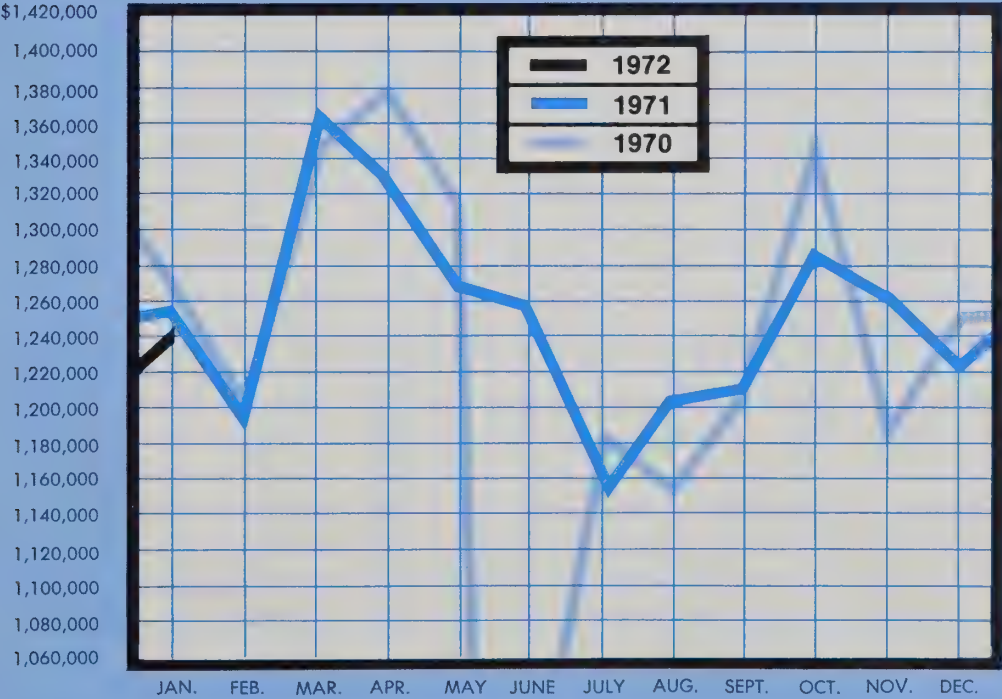
AC Transit buses carried 4,268,681 passengers during January, down 1,145 or .03 percent below the 4,269,826 carried during the month of January, 1971. East Bay buses carried 3,063,778, up 1,564 or .05 percent above the 3,062,214 who rode during the same month a year earlier. On transbay lines, patronage for the month totaled 1,204,903, down 2,709 or .22 percent below the January, 1971, figure of 1,207,612.

Nationally, the transit industry indicated a decrease in revenue passengers of 4.88 percent.

Operating costs during January were \$1,955,574, up \$213,621 or 12.26 percent above year-ago expenses of \$1,741,953. The system operated 2,116,321 miles of service, an increase of 58,371 miles or 2.84 percent above the January, 1971, mileage of 2,057,950.

Total income of \$2,046,944 left a deficit of \$113,511 in meeting full bond debt requirements and operating costs.

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting Feb. 23, the Board of Directors:

- Authorized chrome plating of pedestals under driver's seat in 60 new coaches, on motion of Director Copeland.

- Rerouted terminal loop on Line 83—7th St., one block west to Bay St. to avoid hazards, on motion of Director Daughtry.

- Authorized one management member to participate in Urban Mass Transportation Seminar, on motion of Director McDonnell.

- Authorized General Manager to attend American Transit Association Executive Conference, on motion of Director Copeland.

- Authorized General Manager to execute Federal grant contract covering five-year capital improvement project, on motion of Director Daughtry.

* * *

At a regular meeting March 8, the Board of Directors:

- Approved installation of passenger safety lights on current order of 60 coaches, on motion of Director Copeland. (See story, Pg. 3)

- Elected William J. Bettencourt as

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LOWELL D. WEIGHT	Treasurer-Controller	

Board vice-president, on motion of Director Berk. (See story, Pg. 3)

- Confirmed President Ray Rinehart as member of Board of Control, AC/BART coordination project, filling term of late Director E. Guy Warren, on motion of Director Bettencourt.

Bus rides to Marin and Sonoma counties Now possible via San Francisco transfer

Bus passengers now are able to travel between the East Bay and Marin and Sonoma counties with new combined services offered by AC Transit and the Golden Gate Bridge, Highway and Transportation District.

Buses operated by the Golden Gate transit system now load and unload at

streetside stops at the Transbay Transit Terminal in San Francisco.

All AC Transit transbay buses already operate in and out of the terminal, putting riders only a few steps away from Marin-Sonoma service.

Separate fares are charged by the two transit agencies.

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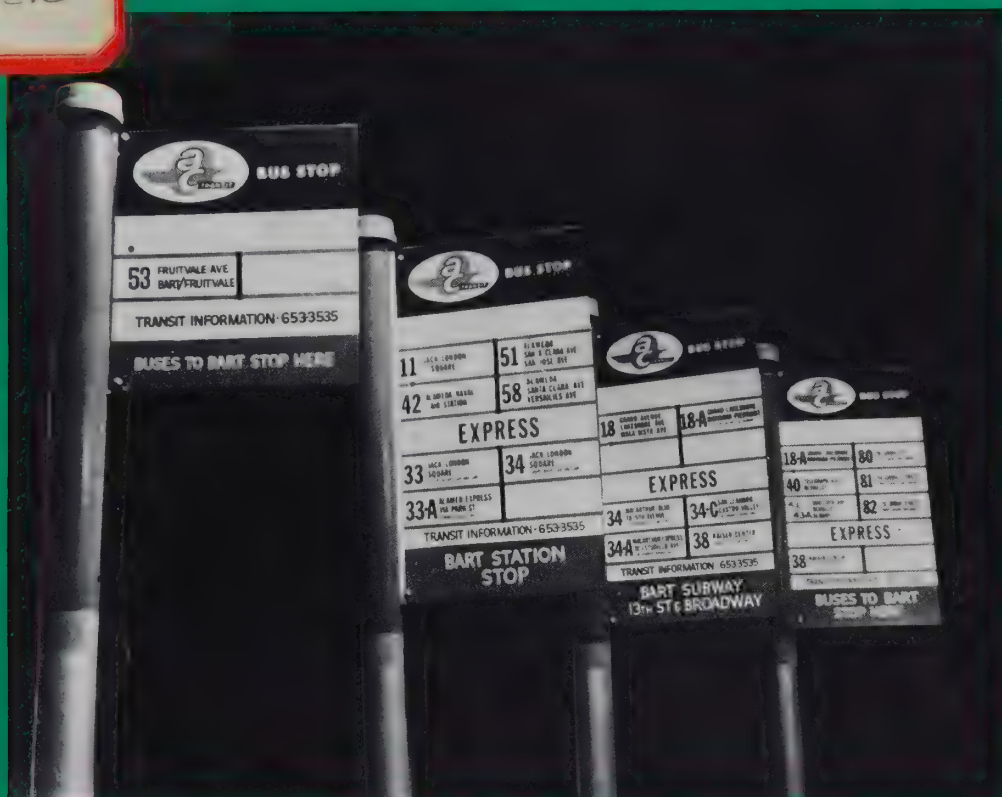
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Bus stop signs, Timetables Coordinated for BART opening

Transit study

Why do some people ride public transportation, while others use their car for the same trip?

What additional improvements can AC Transit and BART offer to attract more people out of automobiles and into buses and trains?

The answers to these questions, of vital interest to East Bay taxpayers and future transit riders, will be sought through one of the first in-depth analyses of its kind in the nation.

Riders and non-riders will be questioned during the precedent-setting study, geared to opening of service on the Southern Alameda County branch of the rapid transit line later this year.

The study will be conducted under the direction of Alan M. Voorhees and Associates, transportation and urban planners, with Kaiser Engineers and Behavior Science Corporation. The team, which will work out of Kaiser Center in Oakland, was selected as consultant early in April by the Board of Control for the AC Transit-BART Coordination project, which includes the Metropolitan Transportation Commission.

Study grant

A dozen applicants were considered.

The \$180,000 coordination study has been underwritten by a federal grant of \$120,000.

The transit agencies and MTC have joined in the program to determine if the extent of coordinated services offered

in the initial bus-rail operation is satisfactory to the people; and, if not, what further improvements are needed to attract more riders to the network.

The project will take the unusual approach of selecting six groups of eight to 12 travelers, meeting for two-hour "brain-storming" sessions with a senior staff psychologist. Half will be users of transit service between Oakland and Hayward. The other half will be travelers using transportation modes other than BART, but who live in and make trips within areas served by the coordinated transportation network.

Public participation

From the behavioral study will come a survey pattern of in-depth questions to be asked of some 700 residents—half users of coordinated transit, and half non-users of such service.

Evaluation will include the importance of travel times, transfer arrangements, fares, revenues, bus routings, service costs, frequency of operation and miscellaneous factors including waiting times, trip speeds, general comfort and convenience.

Improvements then will be recommended as guidelines to improve implemented transit coordination of the two systems.

The marketing project will get underway when the Southern Alameda branch of BART is fully operative late this year. It will extend over a 15-month period.

THE COVER—Bus passengers will know how to use AC Transit service to BART stations with the help of 6000 re-designed bus stop signs. Timetable inserts also will suggest what BART trains to take to connect with buses which do not operate on frequent schedules.



New director Takes office

FIRST WOMAN TRANSIT DIRECTOR — Miss Kimi Fujii of Hayward takes her oath of office as a member of the AC Transit Board of Directors from a long-time friend, Superior Judge George W. Phillips.

Miss Kimi Fujii of Hayward, long active in community betterment projects, has become the first woman member of the AC Transit Board of Directors.

Miss Fujii was unanimously appointed by other members of the board to fill out the unexpired term of the late E. Guy Warren. She was sworn into office by Superior Judge George W. Phillips, a long-time friend, and took her seat at the April 12 meeting. Her board term will run through December, 1974.

A Hayward-born Japanese-American, Miss Fujii has been deeply involved in matters concerning the unemployed, low income groups and Spanish-speaking people since being graduated from the University of Wisconsin in 1947.

The new director was born in the family home at the flower nursery established by her father, the late Rutaro

Fujii, at 24949 Soto Rd., Hayward.

She is associated with the family wholesale firm of Fujii Co., Inc. and the retail outlet, Fujii's Florist.

A graduate of Hayward Union High School, Miss Fujii was a member of the board of the California Spring Garden and Home Show for 11 years and has been serving on the City of Hayward Human Relations Commission.

She also is a member of the steering committee of Friends of California State College at Hayward; a member of the Citizen's Advisory Board, St. Rose Hospital; Hayward Branch of the American Association of University Women; Eden Township Chapter, Japanese-American Citizens' League; Alameda County Commission for Prevention of Juvenile Delinquency and Alameda County Branch, San Francisco Ballet Guild.

BART agrees to transfer arrangement

A transfer arrangement, whereby the return trip on an AC Transit feeder bus would be free, was approved this month by the BART Board of Directors.

Under the experimental plan, already approved by the AC Transit board, a commuter would pay the regular 25-cent fare when he boards the bus in the East Bay in the morning.

Before leaving the station on his return trip in the evening, he would get a transfer entitling him to a free bus ride. BART will share the cost, paying 12½ cents for each transfer which AC Transit turns in.



WHITE CANE LADY — Driver Carll Miller helps Miss Joan Easterbrooks with a transfer. The blind counselor, who trains other handicapped people, has been riding AC Transit buses between Berkeley and downtown Oakland for more than two years.

Blind girl gets around by bus

She describes herself as “a traveler with a white cane,” and additionally says, “I guess I am not very typical.”

Both statements are accurate appraisals of Joan Easterbrooks, a blind 29-year-old counselor for the State Department of Rehabilitation in Oakland.

Five days a week the trim brunette travels from her Berkeley apartment to downtown Oakland via AC Transit buses to work in “assisting disabled persons to get into appropriate training programs and job situations.”

Riding the bus to get to work and back home again is only one of the uses Joan finds for AC Transit facilities. “I ride buses in my work when I have to go to a school or some other place. And I use it for recreational purposes like going to a movie or shopping.”

One of the AC Transit services which Joan uses frequently is the Information Center, which she calls to find out about

routes and schedules. “It’s been very helpful to me,” she says.

Joan’s blindness is the result of being given too much oxygen as a premature baby when she was placed in an incubator. Her present 128 pounds bears little resemblance to the fragile two pounds, nine ounces she weighed at birth. She terms the over-oxygenation as a baby “one of those accident situations.”

Her interests include swimming, music—she plays the piano and guitar—plays and movies, and travel.

“When you travel you have to be more organized than a sighted person,” she says of her various treks locally and nationally. “You can’t go at random like others. You have to make quite a few preparations.”

One of her favorite hobbies is bicycle riding on a tandem two-wheeler. “Of course,” she says with a smile, “I ride on the bike with someone else.”

Steps taken to expand transit

The first affirmative step to create a proposed expanded public transit system in central Contra Costa County has been taken by the Contra Costa Mayors' Conference.

At a meeting this month, the Conference adopted, in principle, an engineering plan which could lead to operation of public transit in the area, in addition to BART trunk line service.

The Conference approved appointment of a Public Transportation Standing Committee with responsibility to work toward implementation of local public transit service.

The program includes these points:

- Enact a resolution that BART be responsible for financing interim bus operation from the Concord BART station to Martinez, Pittsburg and Antioch.
- Take steps to establish a legal entity

to provide local public transportation service.

- Coordinate with AC Transit and BART for inclusion of local public transportation service budget requirements in claims to Metropolitan Transportation Commission for gasoline tax funds.

- Recommend that cities, which would receive new transit services, and the County, consider earmarking the new tax money to support such public transit operations.

Transit services proposed for the area in an engineering study include a new trunk-line bus route from Concord to the Martinez-Pittsburg-Antioch area; an AC Transit extension to Pinole; a dial-a-ride operation in the central county and eventually, a fleet of publicly owned, small electric cars for short trips within the central Contra Costa County area.

District receives two Top national awards

Top awards — one for management achievement and the other for maintenance efficiency — have been presented to AC Transit by Fleet Owner magazine, which represents the transit industry.

Alan L. Bingham, general manager, was one of 13 transit executives honored by the magazine, which paid tribute to his imaginative leadership.

Fleet Owner termed Bingham "a man thoroughly familiar with somewhat exotic concepts" of transit and said under his guidance, the property was trying out a modern steam bus and a computer program which may aid future management decisions concerning the performance of each individual bus and how best it can be assigned.

The property's maintenance department received its 10th award for efficiency, adding another plaque to those already collected.

The awards were accepted by A. R. "Tony" Lucchesi, maintenance manager, at the national Fleet Owner conference in Chicago.

Savings bond purchase Drive is launched

A drive to encourage even more AC Transit employees to buy U.S. Savings Bonds is underway this month, under the leadership of Treasurer-Controller Lowell D. Weight.

According to Weight, more than one fourth of all District employees buy bonds each pay day. AC Transit workers who do buy bonds save an average of \$667 each year by payroll withholdings.

Weight pointed out U.S. Savings Bonds now pay 5½ percent interest if held to maturity of five years and 10 months, and are exempt from state income taxes. Minimal federal taxes become due only when the bonds eventually are cashed.

State champion Roller skating driver May go to Olympics

AC Transit at the 1972 Olympics?

It could happen, if driver H. R. "Rocky" Shore of Seminary Division makes it through the grueling rounds of roller skating competition starting in Bakersfield in July and ending in Lincoln, Nebraska, in August.

Shore, eleven times Northern California Senior Men's roller skating champion, will make his first bid for a place on an American Olympic team.

The 20th Olympiad, to be held in Munich, Germany, from Aug. 26 through Sep. 10, will be the first time the games have roller skating competition.

Shore, 36, has been skating since he was five and has skated competitively for 27 years. He won his first major championship in 1958 when he picked up the Northern California title. He went on to win this title ten more times.

In 1963 he entered the nationals, finishing in second place. Later that same year, Shore went on to the World Competition in Oslo, Norway and, once again, finished second.

Shore, an AC Transit driver four years, lives at 2772 Sydney Way, Castro Valley, with his wife and four children. Two of the children, ten-year-old twin boys, Jerry and Jeff, will be skating with their father this summer—one of the first times a father/son combination has been entered in skating competition.



When Shore isn't driving or skating, he coaches.

Last year, he helped form the first all-Black roller skating team as its coach. The young team has yet to win but, Shore says, they've made several good showings against older teams.

"I have great hopes for them," he declares.

Shore also was offered the job of coaching the West Coast Olympic training team, but had to turn down the offer when the training site was switched from the Bay Area to Southern California.

When that occurred, he decided to go after a team spot himself and may yet carry AC Transit's colors to Munich.



TRANSIT INNOVATION—What are the potentials of personalized, radio-dispatched, door-to-door transit in this area? Directors and management of AC Transit are not only interested in the Dial-a-Ride concept, but in equipment that might be needed. Here they are looking over a Mercedes-Benz diesel bus designed to carry 13 to 19 persons.

EATS IT UP—Cecil Hipsley was given two retirement cakes at his retirement party. His wife, Evelyn, wanted to make certain he sampled at least one of them.



Hipsley, ten others go into retirement

When Cecil Hipsley retired last month as chief clerk at Seminary Division, he brought to an end a family relationship with public transit which stretched back 60 years.

Hipsley's late father, Miron, worked as a motorman for a predecessor company from 1912 to 1918.

Hipsley started as a driver with Key System on Feb. 11, 1941. He was promoted to dispatcher less than two years later and became chief clerk on Sep. 1, 1947, the job he held until his retirement.

Retirement plans for Hipsley and his wife of nearly 39 years, Evelyn, include moving to Santa Cruz and then a considerable amount of travel.

Ten other AC Transit employees also retired recently.

Joseph F. Armijo, 62, a mechanic, retired March 1 after 26 years service. He lives at 16668 Meekland Ave., San Lorenzo.

Driver *Leonard L. Culton*, 59, retired Feb. 1 after 31 years of driving. He had been employed since Mar. 28, 1941. Culton lives at 6165 Oakdale Ave., Oakland.

Harry Grimes, who has been on sick leave since May, 1971, was retired Apr. 1. Grimes, 66, dates his service as a driver from Sept. 23, 1926. He now lives in Sebastopol.

Driver *Howard Keltner*, with 29 years

of service, retired Feb. 1. Keltner, 60, lives at 1246 Marin Ave., San Pablo.

Elmer Lueckfeld, who worked briefly during 1945-46 and came back permanently on Nov. 8, 1951, retired Apr. 1 at age 57 after 20 years as a driver.

Lueckfeld's wife, *Vivian*, an information center telephone operator since Jan. 25, 1957, chose to resign so the two of them could enjoy his retirement.

They plan to move to Kansas where they will "travel, garden, fish, golf and just enjoy life," according to Elmer.

Driver *Robert J. MacDonald*, 62, who has been on sick leave for two years, was retired Mar. 1 with 31 years of service. He lives at 3669 - 39th Ave., Oakland.

Ferdinand Nagy, a driver since Sept. 26, 1945, retired Feb. 1 at the age of 65. He lives at 1108 Bodmin Ave., San Leandro.

Henry Paterson, 71, who worked as a cashier in the Treasury Dept. from Feb. 7, 1957 until June 15, 1970, went on the pension rolls Mar. 1. He lives at 397 43rd St., Oakland.

Bus driver *Carl F. Peterson*, 60, dates his service from Apr. 23, 1946. Peterson, who lives at 5 Wandel Dr., Moraga, retires officially on May 1.

Earl D. Soward, a driver since June 2, 1941, retired Apr. 1 at the age of 63. He lives at 2337 - 92nd Ave., Oakland.



James Barlow
Transportation
Seminary



James Barnes
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Chico Bivens
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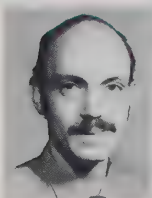
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NEW EMPLOYEES

AC Transit welcomed these
new workers in January,
February and March

Operators aid in fighting crime

Oakland police continue to credit AC Transit operators with helping to hold down crime by reporting incidents or suspicious circumstances via on-board radios.

Among drivers who have been cited recently by police for using their radios to report incidents were David K. Elsasser and Willie N. Edmondson.

Elsasser saw a man beating and kicking a woman in a downtown Oakland park. He radioed Central Dispatch who notified police.

Edmondson observed a broken glass door at a business. He reported the damage, an act which alerted police to protect the store until the door could be repaired.



IN THE DRIVER'S SEAT—A disagreement over a transfer led to a date between driver Warren Miller and Susan Caron. One date led to another until, last July, Miller proposed marriage. Before their wedding last month, Susan was taken on a tour of AC Transit's Seminary Division. It seemed the most natural thing in the world that she should "take over the driver's seat."

Driver, three pensioners die

Bus driver *Merril A. Richardson* of 1734 - 5th Ave., Oakland, died suddenly on March 12.

Richardson, 60, who worked at Emeryville Division, had been employed since June 3, 1946.

Pensioner *William H. Hollingsworth*, 91, died March 16. He started his transit career May 24, 1911, and retired as a towerman in the Oakland yard on Oct. 16, 1955.

Hollingsworth lived at 1171 MacArthur Blvd., Oakland, and is survived by his widow, Emma.

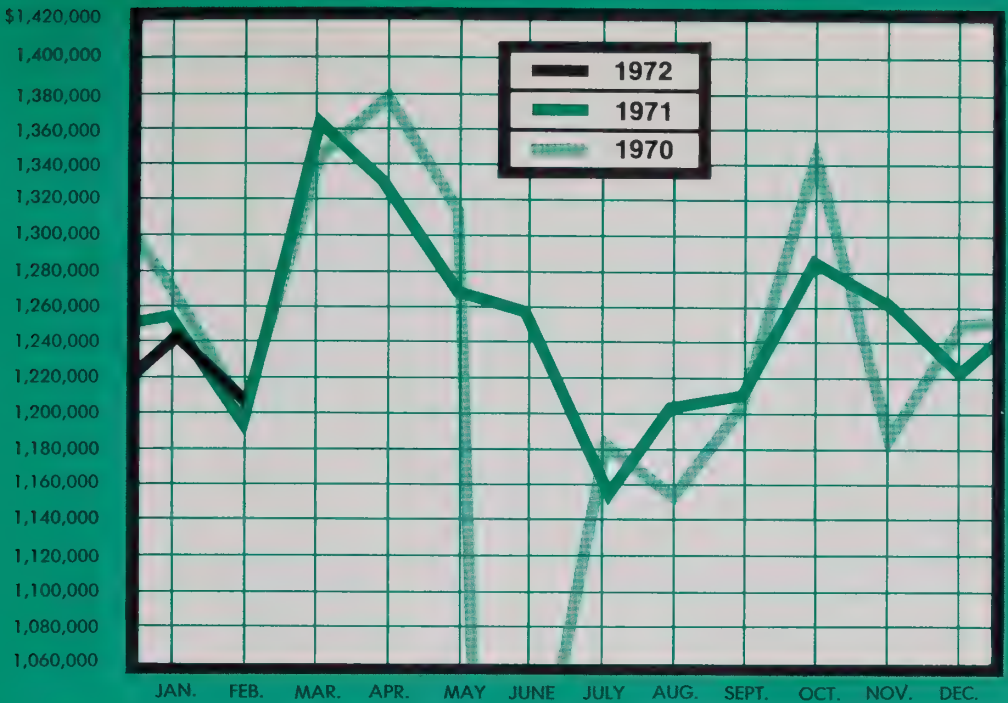
Word has been received that *Dalmazzo Viale* of Lafayette, who retired Apr. 1, 1946, died Oct. 6, 1971, at the age of 82.

He was employed as an electrician from Feb. 2, 1921, until his retirement.

John J. Brodniak, who retired Jan. 1, 1968, after 22 years employment as a mechanic, died Apr. 3 at the age of 77. He worked from Sept. 6, 1945.

Brodniak, who lived at 3544 Boston Ave., Oakland, is survived by his widow, Paula; a daughter, Mrs. Mabelle Gardner of Colorado Springs; and a son, the Rev. Anthony Brodniak, now in Japan.

3 year passenger revenue comparison



February figures show increase

Gains were registered in all categories during February, compared to the same month a year ago.

Total passenger revenue for February was \$1,205,574, up \$14,342 or 1.20 percent above the \$1,191,232 collected during February, 1971. East Bay revenue was \$638,081, up \$4,360 from the \$633,721 dropped into fare boxes a year ago—an increase of .69 percent. Transbay revenue of \$567,493 was up \$9,982 or 1.79 percent above the \$557,511 collected one year ago.

Commute book sales totaled \$266,916, up \$14,799 from sales of \$252,114 during the same month last year—a gain of 5.87 percent.

AC Transit buses carried 4,140,759 passengers during February, up 77,199 or 1.90 percent above the 4,063,560 carried during the month of February, 1971. East Bay buses carried 2,971,638 riders, up 52,328 or 1.79 percent above the 2,919,310 who rode during the same month a year earlier. On transbay lines, patronage for the month totaled 1,169,121, up 24,871 or 2.17 percent above the February, 1971, figure of 1,144,250.

Nationally, the transit industry indicated a decrease in revenue passengers of 3.51 percent.

Operating costs during February were \$1,917,818, up \$259,790 or 15.67 percent above year-ago expenses of \$1,658,028. The system operated 2,020,483 miles of service, an increase of 97,648 miles or 5.08 percent above the February, 1971, mileage of 1,922,835.

Total income of \$2,020,070 left a deficit of \$102,869 in meeting full bond debt requirements and operating costs.

Actions of the Board

At an adjourned regular meeting Mar. 22, the Board of Directors:

- Authorized extension of steam bus contract with State of California to Sept. 30, 1972, for further testing and experimentation, on motion of Director Bettencourt.

- Awarded contract for furnishing fare boxes to Keene Corp., and authorized General Manager to execute option for purchase of additional fare boxes at same unit price, on motion of Director McDonnell.

- Adopted proposals on coordination of AC Transit and BART, including new bus stop signs, new bus headsigns and service realignments, on motion of Director Bettencourt.

- Appointed Miss Kimi Fujii to the Board of Directors, filling the remainder of the term of the late Director E. Guy Warren, on motion of Director Copeland. (See story, Pg. 3)

* * *

At a regular meeting Apr. 12 the Board of Directors:

- Referred bids for two-way mobile radios to management for study and recommendations, on motion of Director McDonnell.

Credit union election

The AC Transit employees' credit union began its eighth year of operation recently with the election of 1972 officers.

Re-elected for three-year terms were George Adams as treasurer and William Schmid as member. Other board members, elected previously to three-year terms, are: Milton Hadden, president; Lonnie Abner, vice-president, and Manuel Garcez, secretary.

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
 508 16th St., Oakland, California 94612
 Telephone (415) 654-7878
 Joseph McCord, Editor

BOARD OF DIRECTORS

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DONALD J. POTTER	Transportation Manager
WARREN E. ROBINSON	Transportation Engineer
GORDON G. WADSWORTH	Safety Engineer
LOWELL D. WEIGHT	Treasurer-Controller

- Authorized board members to attend steam bus demonstration in Sacramento, on motion of Director Bettencourt.

- Authorized board members and management to attend American Transit Association Regional Conference, on motion of Director Copeland.

Seminary division

Drivers near record

Seminary Division drivers are closing on the all-time safe-driving record established by Richmond Division drivers during 1970-71.

Seminary operators averaged 13,387 safe-driving miles per accident during March, thereby making it nine months in a row they have topped the 13,250 mile goal.

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May 1972

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**Additional bus lines rerouted
To BART/Richmond stations**



CAPITOL VISITORS—AC Transit's steam bus, one of three low pollution vehicles demonstrated in Sacramento, is inspected by legislators, newsmen and other interested

people. The bus built for Southern California Rapid Transit District is at left, with AC Transit's bus in the center of the photo. The State Capitol Building is in the background.

Steam bus successful On Sacramento trip

AC Transit's steam bus passed an extensive schedule of technical testing in Sacramento, then was driven back to Oakland without incident, completing the first "long distance" trip in modern steam system history.

Roy A. Renner, the project's technical director, said the bus steamed along the freeway at top speed, making one stop in Vallejo for water.

"Unofficially, it was the quietest of the steam and diesel powered coaches participating in noise level tests conducted at the State's capitol by the California Highway Patrol," Renner added.

Three buses with steam-powered systems were demonstrated before the California Legislature on April 26, followed by several days of noise and emissions testing.

Exact results will not be known for some time, Renner said, but the AC Transit bus previously was well under California's 1975 emission standards.

The power system, developed by William M. Brobeck and Associates, a Berkeley engineering firm, has undergone extensive refinements, including a new hand-tooled engine, since its intro-



LEGISLATIVE LOOK—Inspecting the AC Transit steam bus are, from left: AC Transit Directors Robert Copeland and Claude Daughtry, Assemblyman Carlos Bee, Director Kimi Fujii, board Vice-president William Bettencourt, Assemblyman Wadie Deddeh and board President Ray Rinehart. Bee is Speaker Pro-tem of the Assembly and Deddeh is chairman of the Assembly Transportation Committee.

duction to the public in East Bay cities in January.

Also on display in Sacramento were the steam-powered bus developed by Steam Power Systems of San Diego, for the Southern California Rapid Transit District, and a vapor turbine powered coach presented by Lear Motors of Reno. Lear's coach is scheduled to be demonstrated on San Francisco Municipal Railway lines in the future.

Additional reroutings to BART stations Under study by Board of Directors

Realignment of another seven lines to serve BART stations along the Oakland to Richmond branch of the rapid transit system was under study by the AC Transit Board of Directors this month.

Previously, the board approved rerouting of 18 other lines to serve BART stations along the same branch, as well as abandonment of Line 33/33R, an intercity express line between Richmond, El Cerrito, Albany and Berkeley.

The seven lines which would be affected by realignment are:

Line 17—Alcatraz Ave. This line would be extended to serve the BART Ashby Ave. station. During weekday commute hours, the line would be extended through the Emeryville industrial area to the BART MacArthur station, replacing existing Line 14 service.

Line 65—Ashby Ave.-Dwight Way. This line already serves the BART Berkeley station and would be extended from Ashby and San Pablo aves. to the BART North Berkeley station.

Line 68—Garvin Ave.-Arlington Blvd. This line would be realigned in the vicinity of the BART Richmond station to provide service from both Barrett and Macdonald aves., and would serve the BART El Cerrito station at Fairmount Ave. The Garvin Ave. branch of the line

would be extended to the BART Del Norte station while the Navellier St.-Barrett Ave. branch would be diverted to serve the same station.

Line 70—LeRoy Heights-Contra Costa College. This line would be extended along San Pablo Ave. to serve both the Del Norte and El Cerrito Plaza stations of the BART system. The line also would be extended to provide new service to the Terrace Dr. and Arlington Blvd. hill area, with the result that the Moser Lane and El Cerrito Plaza shopping complexes would have bus connections.

Lines 78 and 78A in Richmond. Both of these lines would continue to follow their present basic routings, but would be extended to serve the BART Del Norte and El Cerrito Plaza stations. The current weekday peak hour extension to Macdonald and San Pablo aves. from Rheem Ave. would be discontinued; however, this service would be replaced by increased frequency on Line 70.

Line 88—Market St. This line would be extended from University Ave. and Sacramento St., via Sacramento, to the BART North Berkeley station.

Line 31—Richmond Express. This line, which currently provides express service between Richmond, El Cerrito, Albany and Oakland, would be abandoned.

THE COVER—An AC Transit bus alongside the BART elevated line in Albany appropriately symbolizes work now underway to coordinate the two public transit systems. AC Transit directors now are studying feeder service for the line to Richmond.

BUDDING BOTANISTS—Some 1200 fifth and sixth grade students are being transported this year to the University of California Botanical Gardens in Berkeley as part of the Urban Studies Program involving 12 school districts in Alameda and Contra Costa Counties. Other places where students go on AC Transit buses include the Lawrence Hall of Science, the Kroeber Museum of Anthropology, and nature study areas at Point Molate in Richmond and Sulphur Creek in Hayward.



Information, Central Dispatch get "face lift"

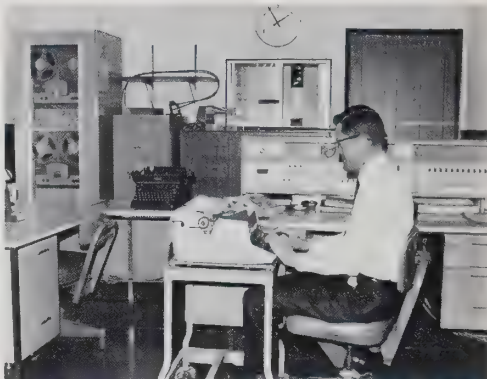


NEW LOOK — PBX Information Center clerks are working in newly redecorated quarters now, following a face-lifting of their work area. During an average week, the operators answer more than 21,000 calls for information about routes and schedules.

It wasn't raining rain, but the women who answer telephones at AC Transit's Information Center in Emeryville brought umbrellas to work anyway.

The umbrellas were hoisted to offer some measure of protection against bits of dust and debris which coated the center while renovation work was going on recently.

Workmen lowered ceilings, installed new wall paneling, laid carpeting and built new work areas, both in the Infor-



HEART OF SYSTEM — Dispatcher Marvin Hancock types a report while surrounded by some of the radio equipment which has been installed at AC Transit's Central Dispatch. The office was renovated when the new consoles were installed. On an average day, dispatchers handle around 600 radio calls.

mation Center and at Central Dispatch, the radio voice of the district.

The renovation work was part of AC Transit's on-going program of improving working conditions and efficiency.

New lighting, air-conditioning and heating equipment and new windows also were installed in both offices.

The work at the Information Center included installation of four new phone stations, bringing the center's capacity up to 12 operators.



A FOND FAREWELL — Driver Oren C. Stalker has been driving Adams Junior High students from their school in Richmond to their home neighborhoods for the past year and one-half. When the students learned he was going to retire, they decided to send him off in style so they decorated his bus and gave him a farewell party. Here they wave goodbye on his last run from their school.



TOUR DESTINATION—The stately, century-old John Muir House in Martinez is a highlight of one of the several sightseeing tours planned by AC Transit this summer.

"Discovery trips" planned to new areas

AC Transit expects to expand its popular summer sightseeing tours this year to appeal to more East Bay residents, as well as to visitors.

The regular tour of Oakland, Alameda, Berkeley and Piedmont will continue to operate—with the addition of "discovery trips" to other nearby attractions.

With approval by the Board of Directors, trips to the Muir House at Martinez and the old State Capitol at Benecia will be scheduled, as will a "three bridges tour" to Sausalito — featuring a drive across the San Francisco-Oakland Bay

Bridge, the Golden Gate Bridge and the Richmond-San Rafael Bridge.

A highlight will be a Friday tour which will include inside visits to the famous Bernard Maybeck-designed First Church of Christ Scientist and the Pacific School of Religion in Berkeley. On alternate Fridays, a special trip will be made to East Bay Regional Park District's Tilden Park.

On Saturdays, tours of the week will be arranged, to events planned within an approximate radius of a two and one half hour drive. Trips will start June 18 and continue through Sept. 10.

Driver Chester Horton, three pensioners die

DRIVER CHESTER E. HORTON, who retired from the Army with 20 years of service in 1968 and began driving for AC Transit last June, died suddenly of a heart attack May 5.

Horton, 41 at his death, lived at 2224 Rosedale Ave., Oakland. In addition to two brothers, he is survived by his widow, Susan, and two sons, Terry and Roy.

Three long-time pensioners also were taken by death during recent weeks.

LUIGI ACCOMAZZO died April 13.

He worked for Key System from July 21, 1922, until his retirement as a supervisor on Oct. 1, 1952. He was 85.

A resident of 728 - 58th St., Oakland, Accomazzo's records do not indicate any immediate family as survivors.

JOSEPH A. ANDERSON, 84, a street car operator from Oct. 23, 1917, to July 3, 1948, died April 30.

He lived at 2361 E. 29th St., Oakland, and listed no immediate family.

THOMAS HURLEY, a trainman from Sep. 4, 1917, until his retirement May 1, 1954, died April 4 at the age of 83.

A resident of San Jose at his death, Hurley is survived by a daughter, Mrs. Mary Ray, a son, James, and one grandchild.



SEMINARY — Getting a good grip on the 10th Annual Fleet Owner Award for Maintenance Efficiency are, from left: Joe Mattos, Malvin Young, Harvey Hinde and C. F. Peterson.

RICHMOND — Smiles on their faces tell the story as Richmond Division mechanics hold the plaque. They are, from left: Jesse Cortez, Al Villata, Thomas Jones and Paul Delloyd.



EMERYVILLE — Emeryville Division mechanics hung the award on their shop wall. Holding it in place are, from left: John Ramos, Dick O'Connor and Marshall Maze.

GETTING THE WORD — Emeryville Division mechanics get news of the award from Maintenance Manager A. R. "Tony" Lucchesi, far right. Lucchesi told the men he was proud of their achievement.



Maintenance wins tenth straight award

For the tenth year in a row, AC Transit's Maintenance Department has been awarded the "Fleet Owner" Maintenance Efficiency Award.

Maintenance Manager A. R. "Tony"

Lucchesi, who accepted the award from the magazine at the national Fleet Owner conference in Chicago, displayed it to maintenance crews at the district's three operating divisions early this month.

March figures dip slightly

Relatively minor losses were experienced during March, compared to figures registered during the same month one year ago.

Total passenger revenue for March was \$1,370,703, down \$2,639 or .19 percent below the \$1,373,342 collected during March, 1971. East Bay revenue was \$708,500, down \$5,687 from the \$714,187 dropped into fare boxes a year ago—a decrease of .80 percent. Transbay revenue of \$662,203 was up \$3,048 or .46 percent above the \$659,155 collected one year earlier.

Commute book sales totaled \$292,815, down \$10,766 from sales of \$303,581 during the same month last year—a drop of 3.55 percent.

AC Transit buses carried 4,594,608 passengers during March, down 82,111 or 1.76 percent below the 4,676,719 carried during the month of March, 1971. East Bay buses carried 3,271,926 riders, down 58,480 from the 3,330,406 who rode during the same month a year earlier. On transbay lines, patronage for the month totaled 1,322,682, down 23,631 below the March, 1971, figure of 1,346,313. The percentage losses on East Bay and transbay lines were exactly even at 1.76.

Nationally, the transit industry indicated a decrease in revenue passengers of 6.41 percent.

Operating costs during March were \$2,121,277, up \$272,138 or 14.72 percent above year-ago expenses of \$1,849,139. The system operated 2,226,482 miles of service, a decrease of 4,971 miles or .22 percent below the March, 1971, mileage of 2,231,453.

Total income of \$2,189,775 left a deficit of \$136,194 in meeting full bond debt requirements and operating costs.

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting May 3, the Board of Directors:

- Awarded contract for furnishing two-way mobile radio units to Motorola Communications and Electronics, Inc., subject to equipment meeting all specifications and tests, and authorized General Manager to exercise option for purchase of up to 80 additional units, on motion of Director Bettencourt.

- Authorized Attorney to attend Engineering Foundation Conference, on motion of Director Copeland.

- Adopted resolution assuring the Urban Mass Transportation Administration that the District will comply with real property acquisition requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, on motion of Director McDonnell.

John Hahn retires After 46 years service

John R. Hahn, whose 46 years of service put him at the top of the seniority list among AC Transit drivers, retired officially on May 1.

Hahn, 69, started work Dec. 9, 1925, and hit the top of the seniority list in May, 1967. For many years, John and his brother, Billy, worked together on the same Bay Bridge train run. Billy, two years older, retired in March, 1967, after 41 years of service.

Driver Harold E. Wilson, 65, who dates his career from April 28, 1938, retires officially on June 1. He is off the job now on accumulated leave.

AC Transit
Latham Square Building
Oakland, California 94612

Return Requested

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
508 16th St., Oakland, California 94612
Telephone (415) 654-7878
Joseph McCord, Editor

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All three divisions top Monthly safe-driving goal

AC Transit drivers in all three operating divisions exceeded their safe-driving goals during April with Seminary Division drivers, at 13,543 miles per accident, going over the top for the tenth month in a row.

Richmond Division drivers topped the 13,250 mile goal with a record of 14,588 miles while Emeryville operators scored 13,308 safe-driving miles per accident.

The all-time record of 15 straight months was set by Richmond Division during 1970-71.

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Vol. 14 No. 12

June, 1972

Transit-Times



**New headsigns printed
For start of BART**





Our 'Stockholders' Write

I just want to compliment your bus drivers on the Fruitvale Line 53, especially *William Erdoisa*.

He is very courteous and, especially to the elderly, a very good driver. Please continue to have these kinds of bus drivers.

Frieda Gist
Oakland

* * *

I wish to comment on driver *Robert Raby*.

He is most courteous at all times, and as you no doubt know, many retired people are in this area. His courtesy is most refreshing. Many times we "oldsters" can be impossible, but he keeps his cool and tries to help.

He has patience in telling people where to transfer for certain locations. I find when he is at the wheel, my ride is most pleasant.

Mrs. Elinor Kestersan
Oakland

* * *

I want to let you know that you have one best driver, *Cecil Cartner*. I had to ask him for his badge number. He said "What did I do wrong?" I said "Nothing, only you are the best driver and I want somebody to know it."

I ride the bus four or five times a week and often hit his bus. The last three or four months every person, old or young, man, woman or child, gets in his bus, he'll say "Good morning" or "Afternoon."

They drop their fare, he says "Thank you." Even myself, or senior person showing their social security card, he says "Thank you." Some drivers people say "Hello" to, they won't say "Boo." It makes a person feel good the rest of the

day when some one is nice.

Mrs. Wilhelmina N. Sells
Richmond

* * *

We went to the AC Transit yards. The man who showed us around is named *Mr. Lou Bailey*. We went under the bus. We saw engines that had colors. We saw them painting engines. We saw them painting buses.

They have a bus washer. We went through the bus washer. It was fun going through the bus washer.

Mr. Bailey was nice. On the way back he had doughnuts and hot chocolate.

Andre, Dale, Allee, Duane and Eric
Second Grade, Washington School
Oakland

* * *

I phoned AC Transit for information on how to get to Alameda. Your *Mary Patrick* assisted me. Her courtesy, cheerful manner and detailed information was outstanding.

Mrs. Marie Dillon
San Francisco

* * *

Bus service is needed on San Leandro between Fruitvale Avenue and 98th due to the fact that many, many warehouse workers and office employees must drive along this crowded thoroughfare daily.

Mrs. Rosemary Gunn
Alameda

(We ran bus service in this area at one time years ago, but patronage declined to the point where the line could no longer be justified; however, we are pleased to report that service to a portion of this area will be reinstated when BART begins operation, approximately September 1.—Ed.)



SIGN MAKER AT WORK—Jack Rutherford, above, holds one of the new signs which will tell riders that a specific bus goes to a BART station. At right he cuts stencils for signs, one letter at a time.

District makes new head signs For start of BART operation

The thousands of people using AC Transit buses to ride to BART stations will know quickly which buses go to Bart and which do not.

To help these riders, the District is preparing new destination signs—about 37,000 in all—for fronts and sides of all buses going to BART.

The new signs are in the process of being installed and all will be ready when BART starts.

The familiar signs, which tell the bus's route number and destination, have been changed to also indicate whether the bus stops at a BART station.

In addition, special blue lights indicating that a bus is going to stop at a BART station are being installed in all of AC Transit's "New Look" buses.

Two workers, Jack Rutherford and Terry French, silk-screened the destination signs in the District's shops in Emeryville. Individual letters for stencils were cut from thin, Mylar plastic sheets measuring 53 by 72 inches. The large size of the sheets allowed as many as 12 signs to be made at one printing.

THE COVER—Terry French, left, and Jack Rutherford apply final touches to one of many new destination signs they are making for use on AC Transit buses when BART begins.

Rutherford said it took as long as one month from the cutting of the stencil until the final product was installed in a bus. In between were steps such as printing of sheets, drying in a special rack, cutting into strips and the taping together of strips into long rolls containing 85 to 105 individual signs.

Taping and final installation was done at division yards.

The first phase of the project—the printing of 10,700 signs for buses serving stations between Hayward and Oakland—took two and one-half months. Other signs will be printed in time for the openings of other branches of BART.

WHAT'S IN A NAME?

"What's in a name?" William Shakespeare asked.

At AC Transit there are no Shakespeares currently on the payroll, although John Shakespeare is a former employee, now retired.

Some names appear more frequently than others on the District's list of present employees and pensioners.

There are 14 Browns and 18 each of Jones, Smith and Johnson—counting one who spells it with an "en".

Top honors for the most often appearing name goes to Williams. The payroll department issues checks to 33 people with that last name.

There are no William Williams, however. At least, not yet.

Operators participating in national study

AC Transit operators are voluntarily participating in a study which, hopefully, will establish improved standards for selection of prospective trainees. The object of the study is to determine which skills and personality traits help to make the most successful bus drivers.

A special effort is being made to involve minority drivers in the study since most employment practices within the transit industry came into being at a time when nearly all operators were white.

Large numbers of white and black operators already have taken part in the test. The District now is attempting to obtain views from more drivers with Spanish-American backgrounds.



SAFE-DRIVING REWARD—Enjoying free coffee are Miguel Araujo, left, and Charles Verdin. Drivers are part of crew which set new, all-time safe-driving record during May.

Safe-driving record

A new- all-time safe-driving record was set by Emeryville Division drivers during May.

Operators averaged 21,420 safe-driving miles per accident during the month, exceeding by nearly 700 miles the previous high of 20,744 miles established in February, 1970, by Richmond Division drivers.

Richmond drivers also topped the 13,250 mile goal during May by averaging 14,447 miles per accident.

AC Transit is one of five transit systems throughout the country taking part in the 30-month-long study. In all, some 3000 individuals will be tested in Atlanta, Boston, Chicago, Cleveland and the East Bay.

The federally-financed study evolved when the transit industry found it was experiencing a heavy turnover of first-year employees. This resulted in high training costs, poorer service and more accidents because of so many new, less experienced drivers in the ranks.

Transit leaders and government experts determined that one solution might lie in finding those personality traits which are most common among drivers who are happiest in their jobs.

Hopefully, the study will lead to a better racial and ethnic balance, and better qualified employees.

Summer is retirement time For two veteran drivers

Summer retirements have been taken by two veteran AC Transit drivers.

Roy Nance, who has moved to Grants Pass, Oregon, operated his last bus on May 10. He had been a driver since Aug. 15, 1946. He is 55.

Roderick MacGregor, 64, of 5121 Coronado Ave., Oakland, chose retirement in June after driving a bus since July 22, 1952.

A native of Inverness, Scotland, MacGregor plans a trip to the "old country" in September for a visit with his brother.

MacGregor says that though he enjoyed being behind the wheel and thought both Key System and AC Transit were good organizations, he is tired of driving and is ready to take it easy now.

After a month's vacation in Scotland, MacGregor, who has lived in the United States since 1948, says he will return to enjoy his retirement.

BUMP CAPS—Eddie Vigil, left, of the Stores Dept., and Eloy Martinez of the Emeryville Division Unit Room try on new "Bump Caps" which are being supplied to all maintenance workers about mid-July. The lightweight polypropylene plastic hats will protect workers' heads against minor bumps which occur when people are working under and around buses and machinery.



Maintenance department sets new record For trouble-free operation of buses

An all-time record for trouble-free operation was rolled up by AC Transit buses during April, resulting in the kind of figures that "happen once in a lifetime."

The district's 721 buses operated 2,139,619 miles during the month, with 95 road calls—an average of 22,522 miles per mechanical failure.

The previous record of 21,689 miles per road call was reached in June, 1966.

The new low for mechanical problems gives AC Transit its best monthly main-

tenance record since buses became a prominent form of transportation more than 40 years ago.

During World War II years, road calls on Key System buses reached 125 a day, according to Maintenance Manager A. R. "Tony" Lucchesi.

He credited the new record to the system's preventive maintenance program and a "pride of work" attitude on the part of the department's 180 employees.

"Free return"

Transfer machines to be Installed in BART stations

East Bay passengers who use both BART and AC Transit on the same trip will be able to pick up transfers for a free bus ride from machines at BART stations.

A total of 28 transfer-issuing machines will be installed in 17 East Bay rapid transit stations, according to plans announced early this month by BART.

Under an arrangement agreed to by both systems, transit patrons will pay regular bus fare going to a BART station, as well as regular fare on BART. On return trips, before leaving a BART station, a transfer can be obtained from the machine for a free bus ride to a destination within the same fare zone.

Loss of revenue under the "free return" arrangement will be shared equally by the two transit systems.

The 28 machines are estimated to cost between \$54,000 and \$58,000.

AC Transit pensioners Taken by death

The ranks of AC Transit pensioners were thinned by death during recent weeks.

Albert H. Penner, who would have been 68 on June 3, died May 20. He was a mechanic who came to work May 11, 1942, and retired Dec. 1, 1967.

Penner lived at 4012 Edgemoor Pl., Oakland, and is survived by his widow, Katherine.

Guiseppe Regonegro, 84, of 22636 Madrone St., Hayward, died May 1. He was a laborer and worked from Aug. 21, 1918, until his retirement April 1, 1953. He left no survivors.

Edwin J. Willoughby, 88 at his death on April 25, was a motorman and trainman with the Oakland Terminal Railroad and Key System from 1903 through 1948.

He lived in Concord and is survived by his daughter, Mrs. Dorothy Williams.



THE FIRST VIP'S—The first cash awards to employees under AC Transit's new suggestion program were made this month. Keith G. Steckly, left, above, received a check for \$140 from General Manager Alan L. Bingham while Gerald L. Teach holds his \$250 check. Chief Training Instructor Stan Pearce looks on from the far right.

First cash awards made under VIP plan

The first cash awards in AC Transit's Valuable Ideas Program (VIP) were made this month.

Gerald L. Teach, a service employee at Emeryville, was awarded \$250 while Keith G. Steckly, a mechanic and relief foreman at Seminary, received \$140.

A total of 73 ideas and suggestions were submitted during the first four months of the program, according to VIP Committee Chairman Stan Pearce.

Teach, 39, started work with the district July 6, 1971. He lives at 1295 Windemere Way, Concord. His money-winning suggestion was the recommendation "slow down mounds" be installed in the yards to help control traffic and prevent accidents.

Steckly, 45, is a veteran with AC Transit whose original employment date was Jan. 22, 1943. He now lives at 26851 Underwood Ave., Hayward.

Steckly purchased a coolant pressure tester and modified it for use on buses. The device can detect internal water leaks before damage is caused to engines.

The suggestion illustrates a tangible result from the new computerized management information system funded by the Urban Mass Transportation Administration and now under test on the property.

Data processing equipment at fuel islands records amount of coolants added to each bus. Through computer printouts, maintenance can detect any bus which appears to be using an excess amount.

Steckly, with his device, is able to quickly determine if the problem is an internal water leak.

The awards to Teach and Steckly were presented by General Manager Alan L. Bingham.



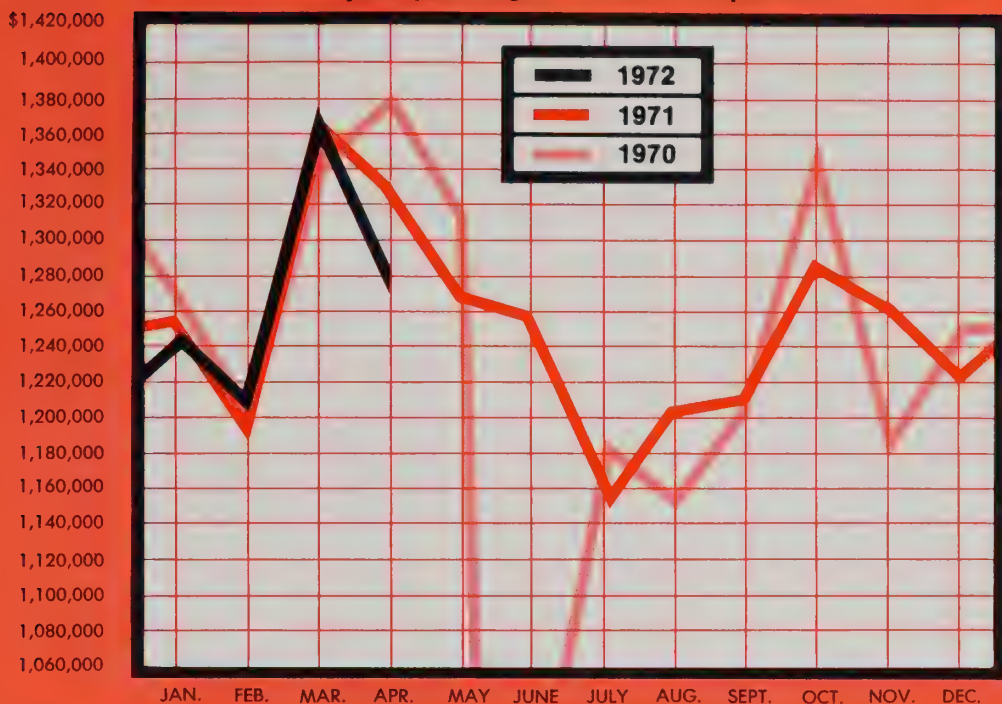
HED ALMOST RATHER "race than eat" and has been "fool-
ing around with stock cars" since 1957.

Billy Ray Kelly of 10730 Sheldon St., Oakland, now 33, the father of three and the first black man to work as a claims adjuster for AC Transit, probably has seen the last of competitive racing.

But, even though he still retains a lively interest in the sport, he has a larger interest these days in his new job as claims adjuster.

"I have one important goal," Kelly claims, "I want to be the best claims adjuster AC Transit ever has had."

3 year passenger revenue comparison



Short work month leads to losses

Two less work days in April, compared to the same month one year ago, resulted in a drop in most revenue and patronage figures. April, 1971, had 22 week days and eight Saturdays and Sundays. April, 1972, had only 20 week days and resulting lower figures since far more riders are carried on work days.

Total passenger revenue for April was \$1,269,223, down \$60,318 or 4.54 percent below the \$1,329,541 collected during April, 1971. East Bay revenue was \$666,683, down \$27,394 or 3.95 percent from the \$694,077 dropped into fare boxes a year ago. Transbay revenue of \$602,540 was down \$32,924 or 5.18 percent below the \$635,464 collected one year earlier.

Commute book sales totaled \$264,675, down \$7,117 from sales of \$271,792 during the same month a year ago—a drop of 2.62 percent.

AC Transit buses carried 4,336,279 passengers during April, down 123,013 or 2.76 percent below the 4,459,292 carried during the month of April, 1971. East Bay buses carried 3,119,187 riders, down 62,657 from the 3,181,844 who rode during the same month a year earlier — down 1.97 percent. On transbay lines, patronage for the month totaled 1,217,092, down 60,356 or 4.72 percent below the April, 1971, figure of 1,277,448. Nationally, the transit industry indicated a decrease in revenue passengers of 5.85 percent.

Operating costs during April were \$1,922,005, up \$104,434 or 5.75 percent above year-ago expenses of \$1,817,571. The system operated 2,073,213 miles of service, a decrease of 53,935 miles or 2.54 percent below the April, 1971, mileage of 2,127,148.

Total income of \$2,108,403 left a deficit of \$18,255 in meeting full bond debt requirements and operating costs.

Actions of the Board

At an adjourned regular meeting May 24, the Board of Directors:

- Authorized General Manager to attend Demand Responsive Transportation Systems Conference, on motion of Director Copeland.

- Approved service realignments on lines 17, 65, 68, 70, 78, 78A and 88, and discontinuance of Line 31, to commence with inauguration of BART operation to Berkeley and Richmond, on motion of Director McDonnell.

- Approved new service on Line 42 to Alameda Naval Air Station housing area, on motion of Director McDonnell.

- Approved operation of expanded summer sightseeing tours, on motion of Director McDonnell.

Sightseeing trip series Launched during June

AC Transit's new series of summer sightseeing tours began this month with a mix and match of attractions ranging from historic sights and scenic countryside to art festivals and Greek dancing.

The "brighten your day" trips will be made every day, except on Mondays and July 4, through Sept. 10. Fourteen different excursions will be taken, ranging from travels through East Bay cities to Sonoma, the Napa Valley, Los Gatos, the Mission San Jose and Lafayette.

The familiar East Bay tours of Oakland, Alameda, Piedmont and Berkeley continue to run on Sundays, Wednesdays and Thursdays. These tours leave from Jack London Square at 1 p.m.

On alternate Tuesdays, the tour bus takes travelers through San Francisco

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and over the Golden Gate Bridge en route to Sausalito for a shopping stop. On the way back, tourists will see San Quentin Prison and other sights.

On other Tuesdays, the bus swings through suburban Contra Costa County on its way to an interesting visit to Martinez and Benicia for tours of historic sites. These tours leave at 10 a.m. from Jack London Square.

On Fridays, tours alternate between exploration trips to Tilden Regional Park and visits to attractions in Berkeley.

Saturday tours are all different and range far afield. Departure times vary, but all buses leave from Jack London Square. For details on destinations and fares, call 654-7878.

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Vol. 15 No. 1

July 1972

Transit-Times



**"Jet Age" of Buses . . .
Equipment features
More leg room and look
Of open spaciousness**

AUG 1972

CONTENTS

Workers get wage hike And improved benefits

A new, two-year contract between AC Transit and Division 192, Amalgamated Transit Union, went into effect this month, giving workers a wage boost and improved fringe benefits.

During the first year, the increases for 1475 drivers, maintenance department workers and other union members, averages 6.2 percent.

The agreement, within Federal Wage Stabilization Board guidelines, boosts the wages of bus drivers by 26 cents an hour during the first 12 months, to a total of \$5.20.

Other increases include.

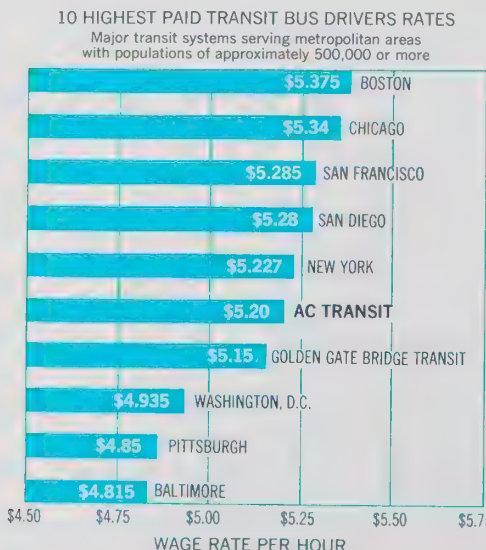
Maintenance Department: Machinists, 41 cents an hour, to \$6.42. Mechanics "AA", 41 cents an hour, to \$6.32. Mechanic "A", 40 cents, to \$6.23 per hour.

Rates for other maintenance employees were increased from 20 to 32 cents an hour.

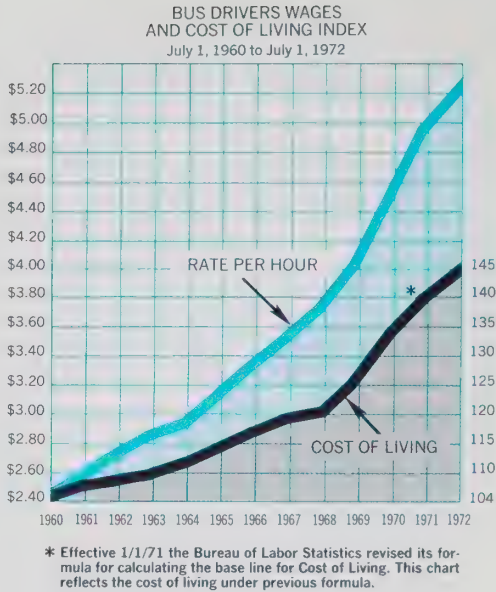
In the transportation department, hourly rates for dispatchers were boosted from 27 to 30 cents an hour.

Parts clerk, shipping, was increased to \$5.24 per hour and parts clerk, to \$5.14 per hour.

A 15 cents an hour increase across the board was approved for clerical personnel.



Effective July 1, 1972



Wages are retroactive to July 1.
During the second year, wages will be increased 5.5 percent across the board, raising operators' pay 27 cents to \$5.45 an hour.

Employees will be granted costs of living increases during the contract, provided the additional pay is within the Federal wage guidelines.

The District, which already covers health costs for employees, will start picking up the costs for dependents. (See separate story on fringe benefits).

The Board of Directors approved the contract July 12, after union members previously accepted terms by a vote of 891 to 192.

Directors also voted to grant some contract benefits to non-union personnel.

Benefits for both union and non-union will cost the transit property an estimated \$1,249,390 for the first year.

Tentative accord on the contract was reached July 3 after more than a month of negotiations. Talks continued almost constantly after a one-year contract expired at midnight June 30, with State Conciliator Tom Nicolopoulos meeting with both sides.

Bus continued to operate as usual, with the previous labor provisions in effect.

Fringe benefits under the new contract, which extends to June 30, 1974, include:

- Boost in health plan contributions up to \$47.13 per month for employee and qualified dependents, Jan. 1, 1973. An additional increase March 1, 1973, if necessary to continue level of benefits.
- Boost in dental plan contributions up to \$7.83 per month for employee and qualified dependents, effective Sept. 1, 1972 and to \$12.50, effective July 1, 1973.
- Adjustments in cost of living formula on quarterly basis, with month of June, 1972, as base index, provided adjustments are within Wage Stabilization Board guidelines.
- Effective July 1, 1973, eight agreed to holidays shall be guaranteed. With sign-up for 1974 vacations, employees can select vacations on anniversary of their seniority.

Fiscal operating estimate adopted

A preliminary operating estimate of \$27,379,114 for the new fiscal year was adopted by the Board of Directors at the last meeting in June.

A revised estimate will go to the Board for action in August, when directors are expected to set the tax rate for the current year.

The estimate was adopted while union negotiations were underway and does not include provisions for any increase due to labor contract.

The operating projections result in an unfunded deficit of \$2,447,914 for the year.

A portion of the deficit—approximately \$1,100,000—will be due to the beginning of BART operation in the new fiscal year, General Manager Alan L. Bingham told directors.

It will cost the bus property \$653,000 for additional drivers and buses for new service to BART stations, the transit executive explained.

In addition, AC Transit expects to lose \$463,000 in revenue as result of BART. Of that amount, \$206,000 is attributed to lost revenue due to a free transfer plan from BART trains to AC Transit buses.

BART and AC Transit have agreed to jointly underwrite the free transfers.

Another \$257,000 loss is expected from a change in riding habits, such as present riders who will walk to rapid transit sta-

tions or who will drive to the station rather than take the bus.

However, the current fare and tax structure, plus Federal and State monies, are expected to balance the budget.

Under terms of labor contract now in effect, present employees of AC Transit may be granted a leave to accept priority employment with BART, as outlined in an arbitrator's partial decision on June 20.

- The leave is not to exceed six months.
- Seniority at AC Transit will be retained during this time.
- The employee will pay to AC Transit monthly premiums to retain medical, dental and group life insurance coverage.
- Vacation credits will be paid to the employee or the employee may assign such amount to BART.
- The employee will not be entitled to collect sick leave pay.
- The leave of absence shall terminate within five days after cessation of employment with BART and any employee returning from a leave shall notify AC Transit two weeks prior to planned return. Upon return, employee shall retain original seniority, all rights and benefits.

**A Letter from the
General Manager
to All
AC Transit Personnel**

With approval of a new two-year labor agreement by our employees represented by Division 192 ATU, I would like to reassure all of you regarding your job security in connection with BART operation.

"WHAT ABOUT AC TRANSIT AND BART?"

The two systems are not in competition. Each is separate and has its own function—AC Transit provides an East Bay and Transbay coordinated bus service while BART is a regional rail transit operation. The objective is to establish the best possible service between the two systems which will serve the traveling public. Only by a combination of both can we provide the best. For many many months we have been working with BART in an effort to accomplish this goal and I am confident it will be reached.

We know factually that with BART's scheduled September operation between Oakland and Fremont we will need additional employees and buses and will operate more miles per day. In fact we started in early June training new operators. New buses are now being delivered. We also know the same will be true in November when the second step of BART operation is scheduled to begin between Oakland and Richmond. In other words, we will need all our present employees and possibly an expansion in our work force. The final step of BART operation, scheduled for June next year into San Francisco, will result in an adjustment of our service to the extent that we can then remove a number of our older buses from service and update our fleet.

JOB SECURITY

Our first concern from the beginning has been job security of AC Transit Em-

Spaciousness featured in newest buses

Another step toward more attractive equipment—and cleaner air—was taken this month as a fleet of buses arrived with newly designed interiors and Environmental Improvement Program kits.

The EIP packages further reduce the minimal amount of pollution attributed to diesel-burning buses.

Sixty new buses

Sixty buses are in the delivery package, being driven across the country from Pontiac, Mich.

Final delivery will give AC Transit 90 buses with improved fuel injectors and vertical exhaust stacks—main features of the EIP package. The buses also have outside safety lighting for passengers boarding buses after dark.

In addition, the property is converting all new look buses—a total of 462—to the

new injectors. Completion of work in September will give the District one of the cleanest burning fleets in the nation.

The new, 51-passenger buses also feature a “jet age” interior different from any coach now in service.

Deep bucket seats, with individual backs and cushions, are wall mounted and supported by a center pedestal, giving the bus a look of clean spaciousness.

Paneling is white, sprinkled lightly with gold. Advertising racks have been removed, except for two contoured frames to accommodate advertising customers. The seats are covered with a new type fabric. Different color schemes have been used. Improved sound insulation has been added between engine and passenger compartments.

Purchase of the equipment and conversion of current buses to the low sac needle injector are being funded under a grant from the Urban Mass Transportation Administration.

AC Transit already has been credited as the first property to take such extensive measures to lessen air and noise pollution and to make buses as attractive and comfortable as possible, to compete with the private automobile.

THE COVER—“Jet Age” designed interiors give AC Transit’s new fleet of buses a spacious look—and more leg room for passengers. Environmental Improvement Program kits further reduce minimal amount of pollution attributed to diesel powered, well-maintained buses.

ployees in relationship to BART. We are proud of our personnel and have taken steps to insure their continued employment in the future.

The rates of retirements, resignations and other changes are a known fact each month. Our schedule between the start of BART and its final full scale operation is so planned that normal turn-over rates will result in no loss of jobs because of BART.

Each employee should also know that because of BART operations the possibility of extended bus service to Southern Alameda County as well as feeder bus service to the outlying areas of Pleasanton-Livermore and Martinez-Antioch all are a plus factor in assuring your continued employment with this Organization.

In conclusion, let me firmly restate our employment policy: Your continued future with AC Transit has been and is of major concern, and it is my intention that no one will be terminated on this property as a result of the BART operation.

I acknowledge with sincere appreciation the manner in which each employee performs his job each working day.

Alan L. Phipps
General Manager

BART light designed for rider information



BLUE LIGHT—A new light, designed by AC Transit maintenance personnel, will inform waiting passengers that an oncoming bus is going to a BART station. Darell Willis of Emeryville Division puts a finishing touch on one of the lights.

“Watch for the blue spot” will be the word for AC Transit passengers planning to ride a bus to BART.

A square blue glass, with the words “TO BART” illuminated by bright lights behind it, is being installed in all of the property’s new-look buses.

The light will be turned on when a bus is en route to a BART station to alert waiting passengers that the approaching bus will stop at a rapid transit station.

If the bus has just left a station and is not immediately headed for another BART stop, the light will be turned out and the square will appear solid blue.

The illuminated wording can be seen either in daylight or after dark.

The blue spot light was designed by AC Transit maintenance personnel, and is believed to be a new device for the transit industry.

To make the light, a box 5½ by 5 inches, with a mirror in the back, was installed in available space above the window, on the curb side of the bus.

Four 32-candlepower light globes were installed, with vents above each light.

The front then was covered with ⅝ inch glass, painted with heat-resistant blue paint.

The glass then was covered again by ⅝ inch blue plastic, giving the letters a light blue tint against the darker blue background.

A blue indicator light was installed next to the running switch, to inform the driver when the light is on. It also is wired so the light goes out when the master switch is in the off position.

Buses scheduled to serve the ten BART stations in the AC Transit service area between Hayward and downtown Oakland during the first phase of BART service will carry the specially-designed light.

A plastic portable sign, also newly-designed, will be used on old buses which are scheduled for early retirement following the commencement of full BART operations next year.

Final line rerouted for service to Stations along BART Richmond branch

Rerouting of Line 72—San Pablo Ave., to provide frequent connections to BART stations in Richmond and El Cerrito, has been approved by the Board of Directors.

Line 72 was the final major bus line to be rerouted in connection with service to stations along BART’s Richmond branch. Rerouting of 25 other bus lines already has been approved.

Both lines 72M—Macdonald Ave. and 72P—Potrero Ave. will serve BART/Rich-

mond. Night-times and Sundays, both lines also will serve BART/El Cerrito.

In addition, Line 72M, northbound, will stop at BART/Del Norte. Southbound, the bus will stop on San Pablo Ave. to serve same stations.

A new Line 72B supplemental shuttle will operate between 23rd St. and Macdonald Ave. and BART/El Cerrito, serving the Del Norte station en route, during weekday commute hours.



ART FESTIVAL—Scenic tour takes sightseers to Santa Rosa.

Sunshine Fun Tours big success

BUS LOAD — The "Freeway Train" was called into service when over 90 riders turned out for AC Transit's first "Saturday Adventure" tour to art festival and Luther Burbank gardens. Bus created sensation in Santa Rosa.



CONCENTRATION — Youngster makes puppet—with stripes to match—while passengers from sightseeing tour watch action.



CROSSED LEGS—The style was a little different, but this entire family relaxed with crossed legs at art show in Santa Rosa.



ARTIST—Intrigued group watches potter at work.

NEW—Out for a good time, tourists try Indian bread.





Clifford Anderson
Transportation
Seminary



Barry Backer
Transportation
Seminary



Carl Banks
Transportation
Seminary



Henry Bornstein
Transportation
Seminary



Harold Brown
Transportation
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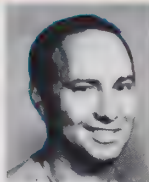
Charles Fabbiani
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Ernest Frazier
Maintenance
Emeryville



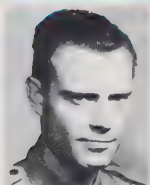
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Seminary



James Ross
Transportation
Seminary



Ray Sandles
Transportation
Richmond



William Sheets
Transportation
Seminary



Richard Snyder
Maintenance
Richmond

**NEW
EMPLOYEES**

**AC Transit welcomed
these new workers in
April, May and June**



C. Champagne
Transportation
Seminary



Steven Clifton
Transportation
Seminary



Ramona Conner
Schedules
Emeryville



Charles Deller
Transportation
Emeryville



Jack Doner
Transportation
Seminary



Edward Grimes
Transportation
Seminary



Bobby Harmon
Transportation
Emeryville



Richard Hatlen
Transportation
Seminary



Don Henderson
Transportation
Seminary



Dennis Hess
Transportation
Seminary



Robert Lewis
Maintenance
Emeryville



Robin Little
Transportation
Seminary



Cleon Miller
Transportation
Seminary



Willey Price
Transportation
Seminary



William Reagin
Transportation
Seminary



Willie Sutton
Transportation
Seminary



Roy Sykes
Transportation
Seminary



Roy Thielking
Transportation
Seminary



Rodney Vigil
Transportation
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Norris Walker
Transportation
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Lorita Wells
PBX-Information
Emeryville



Virgil White
Transportation
Seminary



Guy Wiltshire
Transportation
Seminary

Bus bridges the Bay For bicycle riders

AC Transit's bicycle bus, the "Pedal Hopper," is back in service again carrying bikers and their two-wheelers across the Bay Bridge.

Operating on a regular schedule on Line B—Grand Ave., the bus runs weekends and holidays from early in the morning until after midnight.

Round trips run approximately every 90 minutes all day, then hourly during the evening hours.

A revised fare structure allows adults to take their bikes on the Pedal Hopper across the bridge for 75 cents while children may ride for 20 cents plus 20 cents for their bicycles.

Seats were removed along the street side of the bus to accommodate 12 bikes. As result, the bus carries 37 passengers.

Last year the fare was set at \$1.25 per person and the bus ran on a restricted, daytime only schedule.



SAN FRANCISCO BOUND—Chris Winters of Berkeley cinches the strap holding down his bicycle aboard "Pedal Hopper."

The lengthened schedule this year enables bicyclists to spend an entire day on the opposite side of the Bay from their homes, whether they are San Franciscans visiting the East Bay, or East Bay residents biking to Golden Gate Park, the Presidio or other San Francisco spots.

Bicyclists planning to use the Pedal Hopper should phone 654-7878 for information on schedules and pickup points.



THE NEW LOOK—Supervisor Howard Jeffries models new uniform.

NEW LOOK IN UNIFORMS

There's a smart new look in the East Bay this summer.

All AC Transit supervisors have been supplied with new, all-weather uniforms—but an effort has been made to get away from the stereotyped look.

The major change has been in the cut of the suit. It now comes much closer to a tailored business suit, although the preferred nickel-gray color has been retained.

White shirts replace the gray shirts previously worn and new caps with gold colored emblems and bands have been supplied.

The program now will be extended to include training instructors.

Sharp gains registered in May

Sharp gains in all revenue and patronage figures were registered during May, compared to the same month one year earlier. This year, however, May had two more work days than did May of 1971.

Total passenger revenue for May was \$1,327,869, up \$63,100 or 4.99 percent above the \$1,264,769 collected during May, 1971. East Bay revenue was \$693,380, up \$22,844 or 3.41 percent above the \$670,536 dropped into fare boxes a year ago. Transbay revenue of \$634,489 was up \$40,256 or 6.77 percent above the \$594,233 collected one year earlier.

Commute book sales totaled \$281,244, up \$26,475 from sales of \$254,769 during the same month a year ago—a rise of 10.39 percent.

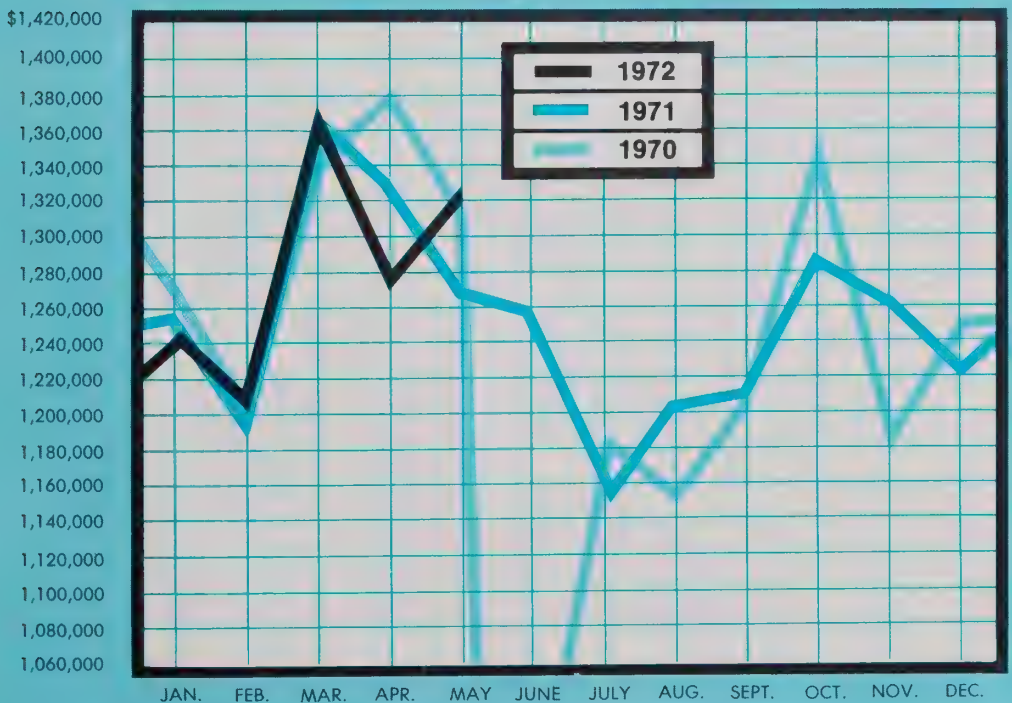
AC Transit buses carried 4,536,507 passengers during May, up 204,187 or 4.71 percent above the 4,332,320 carried during the month of May, 1971. East Bay buses carried 3,252,813 riders, up 130,056 from the 3,122,757 who rode during the same month a year earlier — up 4.16 percent. On transbay lines, patronage for the month totaled 1,283,694, up 74,131 or 6.13 percent above the May, 1971, figure of 1,209,563.

Nationally, the transit industry indicated a decrease in revenue passengers of 1.30 percent.

Operating costs during May were \$2,057,452, up \$270,873 or 15.16 percent above year-ago expenses of \$1,786,579. The system operated 2,202,025 miles of service, an increase of 109,234 miles or 5.22 percent above the May, 1971, mileage of 2,092,791.

Total income of \$2,207,652 left a deficit of \$54,497 in meeting full bond debt requirements and operating costs.

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting June 28, the Board of Directors:

- Authorized advertising for bids on materials for destination and bus stop signs, on motion of Director Daughtry.

- Authorized participation in transit conferences, on motion of Director Copeland.

- Granted authority to file suit against tire companies on leasing contract, on motion of Director McDonnell.

Adopted operating estimate for 1972-73 fiscal year, on motion of Director Copeland. (See Story, P. 3)

- Approved special service to Candlestick Park, trial shopping service for Palo Vista Gardens and rerouting of Line 72 to serve BART stations, on motion of Director McDonnell.

- Authorized participation in City of Berkeley transit study, on motion of Director McDonnell.

- Approved operation of bicycle bus, on motion of Director McDonnell.

- Approved advertising program and budget for 1972-73 fiscal year, on motion of Director Berk.

* * *

At a regular meeting July 12, the Board of Directors:

- Authorized General Manager to seek study grant for Dial-a-Ride system and to execute agreement with BART for sharing costs of automatic transfer issuing machinery, on motion of Director McDonnell.

- Recommended continuing Line 47, contingent on \$5000 subsidy, and Line 83M for six months period, on motion of Director McDonnell.

- Extended southern boundary of cen-

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Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
 508 16th St., Oakland, California 94612
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 Joseph McCord, Editor

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tral fare zone from 73rd Ave. and Spencer St. to BART/Coliseum station, on motion of Director McDonnell.

- Authorized preparation of specifications and seeking bids on bus washer, shop equipment, cars and trucks, on motion of Director McDonnell.

- Approved new labor contract with Division 192, Amalgamated Transit Union, and extended same benefits to non-union personnel, on motion of Director Daughtry. (See story, P. 2)

- Authorized participation in transportation planning symposium, on motion of Director Daughtry.

- Referred advertising request to Advertising and Public Relations Committee, on motion of Director McDonnell.

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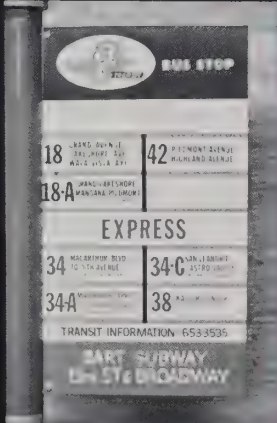
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Vol. 15 No. 2 August 1972

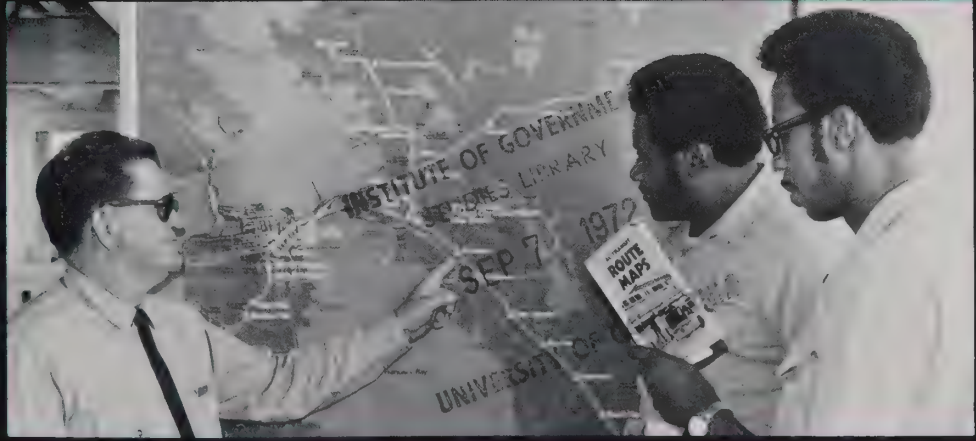
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**AC
Transit
ready
for
BART**



AC Transit prepared for opening Of rapid transit in the East Bay

AC Transit is ready to roll in a new pattern of bus service with the opening of the BART Oakland to Fremont line on September 11.

Buses will take on additional duties, providing connector service to BART stations, while still dipping into neighborhoods to pick up riders as close to home as possible.

Some passengers will be taken to BART stations; others will continue to use the East Bay and transbay bus services which best meet their needs.

In preparing for BART, AC Transit made these changes:

More than 550 buses will have new destination signs and, alongside, at top front, new blue "TO BART" lights to inform passengers when the coach is traveling to a rapid transit station.

Other buses heading for BART will have plastic "TO BART" signs in their windshields.

More than 2000 new curbside bus stop signs will be in place. A band of blue on the bottom of the signs will notify riders that a bus to BART stops at that location. The blue strip also will alert passing motorists of the extent of connector service, hopefully encouraging them to try bus and rail for their next trip.

Installation of the bus stop signs will mark the end of the use of signs which read only "Bus Stop" or "Coach Stop." New signs will list the line number of the bus which observes the stop; its main destination; whether or not the bus goes to a BART station; limitations in service and whether use is restricted to transbay riders.

Some 6000 signs will be changed before coordination with all BART service in AC Transit's present service area is completed.

Sixty-nine AC Transit lines will deliver passengers to the ten BART stations between MacArthur and South Hayward. Lines generally will follow present align-

ments, except in the vicinity of BART stations, where they will be rerouted to connect directly with rail terminals.

Several new bus lines have been established and schedules rewritten to make the best possible bus-train meets



in the direction of major traffic flows. Travel times to other destinations also have been adjusted.

New timetables will be available from bus drivers, starting Sept. 5, to help riders make travel plans. AC Transit Information services also have been expanded, with clerks trained on bus and BART data to answer questions about both systems. Telephone tie lines between the

two agencies will avoid the necessity of a caller having to place separate informational calls.

In those instances when buses do not operate frequently, special timetable inserts have been prepared to tell passengers what BART train to take to avoid a long wait at their transfer point.

Leaflets, with information on how to use the bus to BART, and a brief description of line changes, will be placed on "Take One" hooks aboard buses.

Cards, installed in advertising racks inside buses, will alert passengers about watching for the "TO BART" signal.

Bus riders traveling to BART stations will pay regular bus fares. On their return trips, and before leaving BART, free bus transfers can be obtained from white transfer-issuing machines in the paid area of stations. Presented to bus drivers, the transfers are good for a single zone ride. AC Transit and BART are sharing the costs of the one-way free bus ride.

Work on coordination of buses with the rail system has been underway for ten years and now will move into the countdown for opening of other branches of BART.

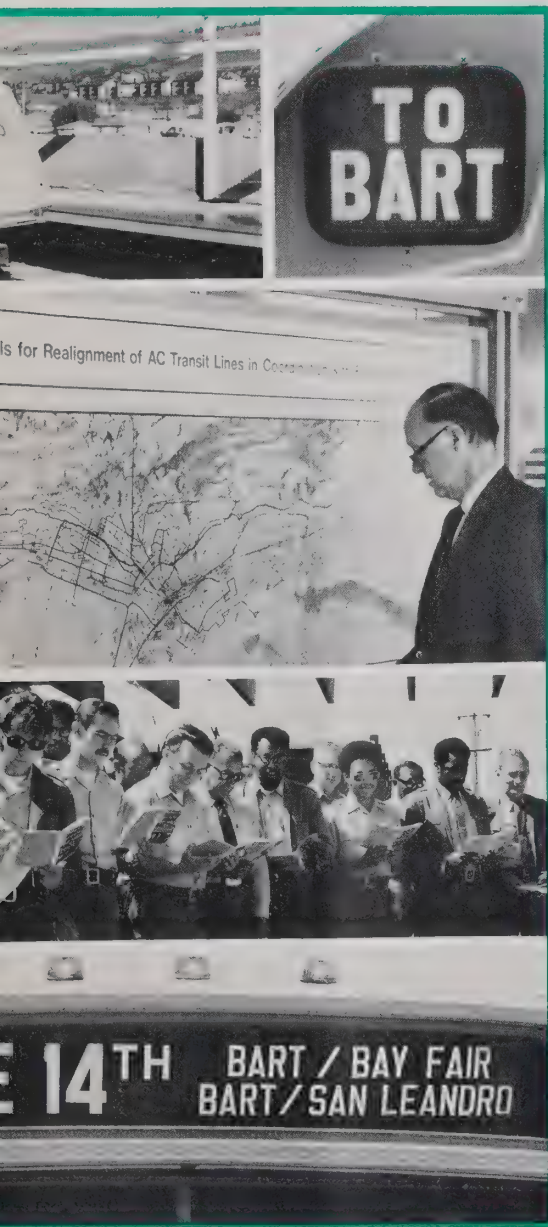
Retraining of drivers has been underway for a number of weeks, with 530 operators from the East Oakland division completing eight hours each of classroom work and "on the road" training over new routings and into BART stations.

Now undergoing retraining are 450 drivers from Emeryville Division and another 185 operators from Richmond Division. Completion of retraining will see 1165 drivers qualified to operate to BART rail stations.

Safety goal topped again

Emeryville Division drivers scored an impressive 19,537 safe-driving miles per accident during July and, in the process, exceeded their 13,250 mile goal for the fourth month in a row.

Richmond Division drivers also went over the top with 14,987 miles. It was the fourth straight month for them as well.



Bus transfer machines Ordered for BART

Directors from AC Transit and BART want to be sure enough equipment is available in BART stations to issue free transfers to train passengers continuing their trips by bus.

Under action taken by boards from both transit agencies, 51 machines will be jointly purchased for installation at stations served by AC Transit along the Fremont to Oakland line.

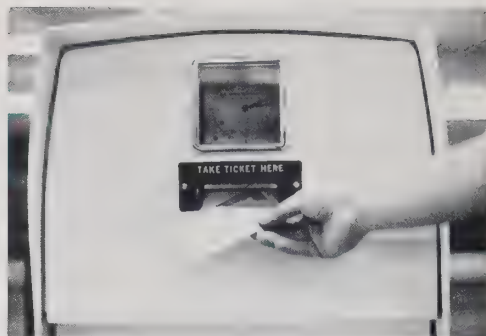
Two machines will be installed near exits in each of ten stations.

Directors agreed one machine at a station could not be relied upon to do a competent, round-the-clock job of issuing transfers without the possibility of breakdowns, or a back-up of waiting passengers.

As a result, they authorized the sharing of half an estimated cost of \$110,000 to buy the additional equipment. The amount also includes a supply of five million, newly-designed transfers.

Federal and state funding will be sought to cover capital expenses.

The machines, manufactured by a Michigan firm, stand four feet high and hold 8,000 transfer tickets.



FREE RIDES—Machines in BART stations will issue transfers good for one-zone bus rides. Full view of machine is on front cover.

A BART patron need only push a button to instantly receive a ticket good for a one-zone ride on AC Transit.

The two by four inch ticket will contain information identifying the BART "Station of Issue," the date and an expiration time.

The decision to share costs of the machines follows an earlier decision by both transit boards to share revenue losses stemming from the free bus rides.

The plan agreed to by the two agencies requires a transit patron to pay the regular fare when riding a bus to BART. On return trips, however, and before leaving BART stations, passengers will be able to obtain free transfers good for a bus ride within a single-fare zone.

Anti-trust suit filed Against tire companies

AC Transit has joined other publicly owned transit operators in California in filing an anti-trust action seeking damages from five bus tire manufacturers.

The transit agencies allege that the tire manufacturers, through lease arrangement practices, have tied bus systems to a single tire company, thereby preventing normal competitive activity and resulting in higher prices.

Defendants are Goodyear Tire and Rubber Co., Firestone Tire and Rubber Co., B. F. Goodrich Co., General Tire

and Rubber Co., all headquartered in Akron, Ohio, and Uniroyal, Inc., based in New York City.

The California transit systems which joined in filing the legal actions in U.S. District courts are in Long Beach, Fresno, Sacramento, San Diego and San Francisco, and the Southern California Rapid Transit District in Los Angeles.

In addition, numerous other transit systems around the country have joined in the case.

The complaint, rising out of a prior proceedings instituted by the Federal Trade Commission, alleges that since at least 1940, the defendants engaged in a combination and conspiracy which violates the Sherman Anti-Trust Act.

East Bay may get "Dial-a-Ride" system

Door to door transportation, summoned by telephone, may become a reality in the East Bay as the result of action taken by the AC Transit Board of Directors.

The "Dial-a-Ride" concept would utilize a mini-fleet of small, highly maneuverable vehicles which could meet the needs of people without transportation—the elderly, the young, the handicapped, the non-driver and those without access to a car.

At the same time, the flexibility in routes and hours of operation would help overcome the objections of motorists who are reluctant to use buses when traveling within urban areas.

Directors authorized General Manager Alan L. Bingham to seek a grant from the Urban Mass Transportation Administration to fund the technical study necessary to select a location and to prepare a preliminary design for the system.

Bingham has proposed the East Bay as a transit laboratory to explore different modes of travel.

The Dial-a-Ride study would be made

under the direction of the Metropolitan Transportation Commission and would be tied in with an existing AC Transit-BART coordination project.

The two transit agencies and MTC already have joined in the latter program to determine if coordinated services offered in the initial bus-rail operation are satisfactory to people and, if not, what further improvements are needed.

One of the obvious applications of Dial-a-Ride would include connector service to BART stations.

The cost of a study project for Dial-a-Ride is estimated at about \$40,000 and would require 12 weeks of work by an experienced team.

The study would determine the need for the specialized transit, where it would work best, what technological know-how is needed, and how to implement the service.

If results of the technical study are favorable, actual installation of a Dial-a-Ride system would require an additional grant for purchase of equipment.

Road call record results In free tamale feed

Buses on the road meant tamales in the tummy for workers in AC Transit's Seminary Division Maintenance Department last month.

Glenn Ashmore, division maintenance superintendent, hosted a tamale feed for his crew as a reward for their successful effort in keeping road calls to a minimum.

Since January the division has averaged better than 18,000 trouble-free miles per road call per month. Their 1972 six month average, a new high for AC Transit, was 21,015 miles per call.

Some 40 workers downed seven dozen tamales at the party. Ashmore has promised a repeat treat if the 18,000 miles per call record is maintained through September.



THE \$65 ANSWER—General Manager Alan L. Bingham, left, presents a \$65 check to bus driver George Mathews, 4720 Geranium Pl., Oakland, for a Valuable Ideas Program suggestion. The driver proposed widening the approach lane to the Seminary Division fuel island from ten to 14 feet, to help prevent accidents.

RAIDER ROOTERS—Five “Raiderettes” stress the theme “Don’t be caught behind the lines” in urging Oakland Raider fans to use the bus when going to games. Special express buses, direct to Coliseum entrances, carry fans to all home games from locations around the East Bay and San Francisco.



Buses to link BART With Oakland Airport

There’s a new commuter hop:

And a new way to travel economically by rail and bus, direct to Oakland International Airport.

With the start of BART service in September, AC Transit will extend Line 57—MacArthur Blvd. to provide a direct link between BART/Coliseum station and the airport.

BART trains, which run frequently, will take travelers to the Coliseum station where a transfer can be made to the AC Transit bus line, operating on an approximate 15 minute frequency.

The BART fare from downtown Oakland is listed at 30 cents, while the bus ride to the airport will be free, in keeping with the transfer-sharing arrangement agreed to by the transit agencies.

Travelers will be able to obtain a bus transfer from machines in the paid area of the BART station and use it to ride to the airport. Upon return, the regular AC Transit fare will be charged, with BART and the bus system sharing the loss.

Buses will stop at terminal entrances and pick up passengers from a curbside loading zone outside the baggage claim area. Buses and BART trains both will have room for small pieces of luggage.

During the period BART is operating limited services, airline passengers will have the alternate of transferring from Line 57 to trunk line service to East Bay and transbay points.

“Customerized” bus service Planned for Palo Vista

A new “customerized” shopping service for senior citizens living in a low income housing development will be given a trial, beginning Sept. 12.

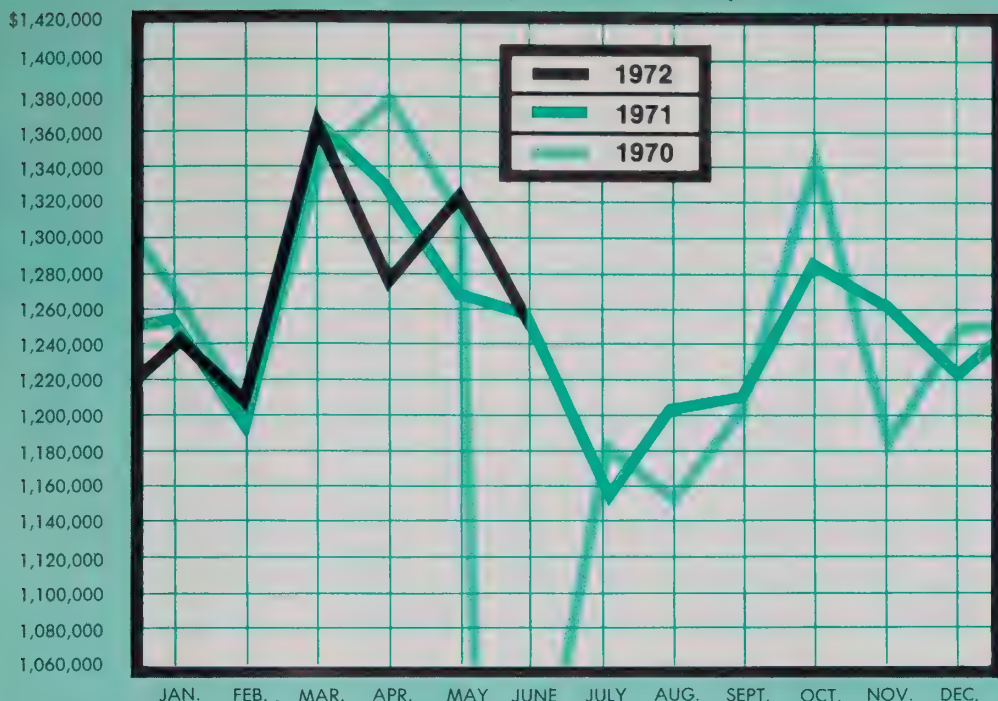
In an effort to meet the needs of some 200 residents in the Palo Vista development at 64th Ave. and Fenham St. in Oakland, AC Transit plans to pick up riders at the development at 10 a.m. Tuesdays and Fridays and carry them to a major shopping center. A return bus will leave the shopping center at noon.

Hours and days of operation may be changed to meet the preferences of the senior citizens.



THE FAMILY BUS—When driver Dave DeLamater, left, married Diane Schlaffer he wasted no time in bringing his bride to the Emeryville Division office to show her off. Within hours of the ceremony, the newly-weds visited Assistant Superintendent Les Minear, right, to pick up her dependent’s pass book which she now uses to ride to her job in San Francisco.

3 year passenger revenue comparison



Gains, losses show in June tally

Some gains and some losses were tallied in the revenue and patronage figures for the month of June, compared to the same month one year ago.

Total passenger revenue for June was \$1,247,479, down \$5,146 or .41 percent below the \$1,252,625 collected during June, 1971. East Bay revenue was \$644,419, down \$14,385 or 2.18 percent below the \$658,804 dropped into fare boxes a year ago. Transbay revenue of \$603,060, however, was up \$9,239 or 1.56 percent above the \$593,821 collected one year earlier.

Commute book sales totaled \$267,683, up \$5,295 from sales of \$262,388 during the same month a year ago—a rise of 2.0 percent.

AC Transit buses carried 4,160,510 passengers during June, down 55,159 riders or 1.31 percent below the 4,215,669 carried during the month of June, 1971. East Bay buses carried 2,963,619 riders, down 57,748 from the 3,021,367 who rode during the same month a year earlier—a drop of 1.91 percent. On transbay lines, patronage for the month totaled 1,196,891, up 2,589 or .22 percent above the June, 1971, figure of 1,194,302.

Nationally, the transit industry indicated a decrease in revenue passengers of 6.05 percent.

Operating costs during June were \$1,989,045, up \$134,506 or 7.25 percent above year-ago expenses of \$1,854,539. The system operated 2,107,220 miles of service, an increase of 18,739 miles or .90 percent above the June, 1971, mileage of 2,088,481.

Total income of \$2,167,610 left a deficit of \$26,239 in meeting full bond debt requirements and operating costs.

Actions of the Board

At an adjourned regular meeting July 26, the Board of Directors:

- Continued routing of Line 64 via 23rd Ave. overpass in lieu of originally proposed rerouting, because of the existence of a safety hazard, on motion of Director Berk.

- Established new ward boundaries for election purposes, on motion of Director McDonnell.

- Consolidated the election of three directors with the General Election to be held Tuesday, Nov. 7, 1972, on motion of Director Daughtry.

At a regular meeting Aug. 9, the Board of Directors:

- Awarded contract for 20 two-way mobile radio units to Motorola Communications and Electronics, Inc., with option to purchase up to 80 additional, on motion of Director McDonnell.

- Authorized full operation of lines 30 and 32 all day on Sept. 11 because of BART's shortened schedule on first day of operation, on motion of Director Berk.

- Extended improved pension plan benefits, previously awarded to union employees, to all non-union personnel, on motion of Director Berk.

Were you there? AC Transit seeks Information about old-time transit people

Remember the old Hayward horse car line, the one put to pasture in 1909? How about the Oakland, San Leandro and Hayward Electric Railway? If you do, and if you rode or worked on either, AC Transit would like to hear from you.

Perhaps it was your grandfather or a

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VIRGINIA B. DENNISON	Public Information Mgr.
OZRO D. GOULD	Claims Manager
JOHN A. KRAJCAR	Purchases and Stores Mgr.
ANTHONY R. LUCCHESI	Maintenance Manager
ROBERT E. NISBET	Attorney
DONALD J. POTTER	Transportation Manager
WARREN E. ROBINSON	Transportation Engineer
GORDON G. WADSWORTH	Safety Engineer
LOWELL D. WEIGHT	Treasurer-Controller

- Authorized advertising for bids for 25 45-passenger coaches, with option of purchase of 50 additional, on motion of Director Daughtry.

- Authorized participation in transportation seminar, on motion of Director Copeland.

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Vol. 15 No. 3 September 1972

Transit-Times



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BART opening goes smoothly for AC Transit

AC Transit shifted smoothly into a new bus system on Monday, September 11—"Day One" for BART operations in the East Bay.

There were no real problems in re-routing and rescheduling bus lines to serve the ten BART stations in the District's operating area between Fremont and BART/MacArthur, according to General Manager Alan L. Bingham.

A total of 69 bus lines serve BART stations. Four new lines were inaugurated; 23 were rerouted; 35 were rescheduled to make good connections with rapid transit trains; one line was abandoned.

The switch in service—one of the largest and most complicated in bus transit history—went off with complete efficiency, Bingham said.

All buses made their schedules, although the change-over came at one of the busiest times of the year for AC Transit.

Along with BART's opening, Sept. 11 was the first day of school. The District also had a new system sign-up—the time when operators may change lines on the basis of seniority. This also was the annual period when drivers could change operating divisions—and many did.

Despite this combination, operations went off without a hitch.

Supervisors were at each BART station to check on operations and to answer the public's questions about service.

Other AC Transit personnel, including training instructors, distributed "I WAS THERE" buttons which observed BART's "Day One." The buttons carried AC Transit and BART emblems, along with the date.

Although the public used buses to BART only for a portion of the day, AC Transit collected 1490 transfers. Passengers using BART can ride free, within one fare zone, on AC Transit buses by obtaining transfers before they leave BART.

In addition to regular service, AC Transit operated a horsecar in Hayward and a motorized cable car in Oakland to commemorate the historical significance of a new transit era. Both vehicles carried full loads most of the day.

Records for phone calls to AC Transit Information were broken during BART's first two days of operation. The information center received 5175 calls on Sept. 11 and 4601 calls the next day, compared to a normal count of 3500 to 3700.

Most of the calls concerned BART operations, including fares, travel times, schedules, and where and how to transfer to and from buses. More than 1000 written inquiries were received, most of them concerning new bus schedules.

THE COVER—Tom Aievoli and Mrs. Suzy McKivergan examine one of the "I WAS THERE" buttons which AC Transit gave as souvenirs to "Day One" BART riders.



"DAY ONE" ACTIVITIES—Opposite page: far left, signs were posted along horsecar route; top and right, motorized cable car in Oakland; bottom, transfers from BART being counted. This page: left, pensioner Louis Alward rode cable car while Nick Alevizos, in old-fashioned uniform, greeted patrons at BART Fruitvale; above, horsecar at BART Hayward.

With the opening of BART, veteran riders recalled curious events of yesteryear: "I was on the first electric car entering Hayward in 1892. The trip was halted by a 6 by 8 inch timber projecting onto the rails. A good man with an axe appeared and cut off 2½ feet of the timber to the applause of the excited car-load." Arthur L. Jordan, Alameda.

"The 'Fighting Conductor' is what they used to call me when I was boxing under the name of Jack Davis and working for Key System. I fought 'Battling Nelson' from San Leandro." Herman J. Whitaker, Palm Springs.

"The old electric cars used to shake more than today's buses. There was a big dance hall at the end of the line in Hayward where people used to go on Saturday night to have fun." Mrs. Mary F. Silva, Hayward.

"We used to snitch rides on the back of horsecars when we were kids around University Ave." Harry Borchert, Pleasant Hill.

"My father could afford a car and he never understood how a street car ride could be so fascinating to a little boy." W. H. Arnold, Castro Valley.

"I rode on the first Key System electric train to the San Francisco Ferry. At the end of the pier it got so stuffy people broke the windows out so they could get some air." Mrs. Elsie Culver, Oakland.

MEMORY BUTTON — Arthur Jordan, of Alameda, gets a "Day One" button at the opening of the BART Fruitvale station from AC Transit Supervisor Herman Drinkard. Jordan, who was an honored guest at the ceremonies, is no newcomer to public transportation. He was on hand in 1892 for the first run of the Oakland, San Leandro, Hayward's Electric Railway Company. His uncle, an electric car conductor, arranged for the then 16-year-old Jordan to be one of the first passengers.

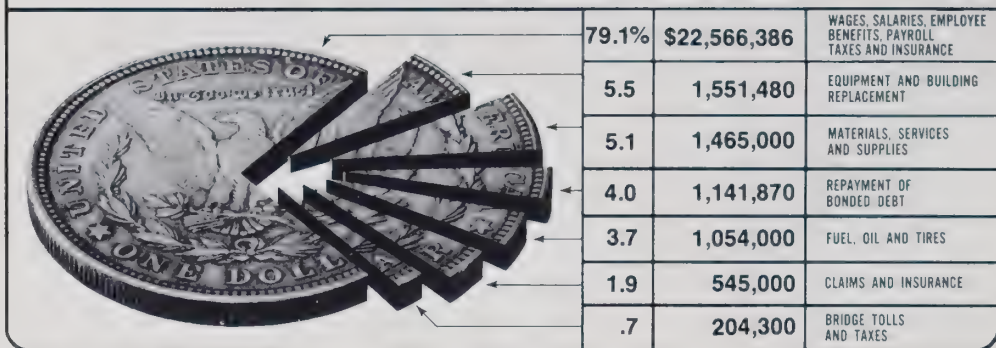


Walter R. Martin, 36, of Concord has been appointed Assistant to the Controller-Treasurer for AC Transit. Martin formerly was a financial analyst with Lone Star Industries of San Francisco.

A graduate of St. Mary's College, Moraga, with the class of '55, Martin served in the United States Air Force as an airman.

Martin, his wife, Mary, and their six daughters, ranging in age from three to 15, live at 3715 Hillsborough Dr., Concord.

DISTRIBUTION OF EXPENSES 1972/73 FISCAL YEAR



Board holds tax rate steady

AC Transit will hold the line on property taxes this year at the former rate of 31.1 cents per \$100 assessed valuation.

The tax rate, adopted late last month by the Board of Directors, is a consolidation of the 30.9 cents levied in Alameda County and the 32.2 cents levied in Contra Costa County. The rates are different to equalize different assessment ratios in the two counties.

The board also adopted a revised op-

erating estimate of \$28,528,036 for the 1972-73 fiscal year. The new estimate forecasts a \$12,516,836 deficit which the board expects to fund from local property tax and Federal and State monies.

The board authorizing the filing of a claim for \$4,736,117, from state gasoline sales tax money generated within AC Transit boundaries, to meet the deficit, help purchase 85 new coaches and fund other capital needs.

Bridge toll for buses reduced

Tolls for buses crossing the San Francisco-Oakland Bay Bridge will be reduced from 50 cents to ten cents per round trip, as the result of action taken this month by the California State Toll Bridge Authority.

Also, buses and car pools will get a "green light" to pass through the toll plaza under a new traffic signal plan.

Long range plans approved "in principle" by the Authority call for eventual demolition of the Transbay Transit Terminal and construction of facilities for bus operations, plus an office building.

The latest toll reduction, the fourth in six years, will be effective within the next few months.

AC Transit, which now pays bridge tolls of \$137,000 per year, will save about \$110,000 a year.

The savings expectantly will be used to improve service, to attract more motorists out of their cars and into buses to

help relieve auto congestion on the span.

The Bridge Authority's first toll reduction on Sept. 1, 1966, was from \$1.50 to \$1 per round trip.

On April 1, 1970, tolls were cut to 65 cents per round trip.

On Oct. 1, 1970, the current rate of 50 cents per round trip went into effect.

AC Transit's Summer Sunshine Fun Tours for 1972 concluded Sept. 10 on a note of success. It was the sixth year sightseeing tours were offered to residents and visitors.

Fourteen different tours operated during a 12 week period, with 2,886 passengers traveling to events such as the Los Gatos Cultural and Wine Festival, Lafayette Horse and Carriage Days, and wine tasting in the Napa Valley.

Riders this year more than doubled the 1,325 patrons who rode last year. Tour buses traveled 6,250 miles.

Expenses for the tours were met by the revenue generated from fares.



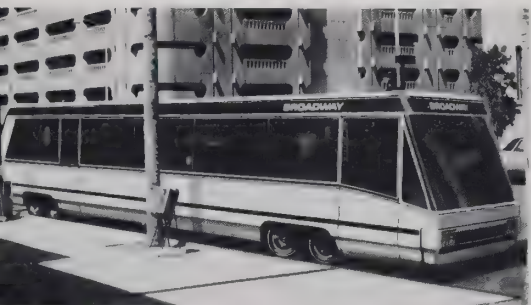
AM GENERAL

NEW DESIGN—AM General Corp. proposes to design and build this bus prototype. It features modular "snap in" roof and side panels and an extra-large glass area.



G.M. CORP

PROPOSED BUS — General Motors Truck and Coach Division design for bus of the future includes a regenerative gas turbine engine. All future buses will have low steps.



ROHR CORP.

FUTURE LOOK—Rohr Industries' concept in a simulated setting, left. It offers wall-to-wall carpeting, air conditioning, tinted windows, reduced air pollution and reduced noise.

Innovative new buses being built

Innovative new buses—quieter, more comfortable, and which will emit substantially less smoke and odor than coaches in use today—are being developed by three major manufacturers under a unique federally-sponsored competition.

The program, sponsored by the Department of Transportation's Urban Mass Transportation Administration, calls for the building of nine advanced prototype urban transit buses.

The best design will be incorporated into an industry standard for future buses purchased under UMTA's capital grants program.

Subcontracts, totaling \$18 million, have been awarded to Rohr Industries of Chula Vista, California; AM General Corp. of Wayne, Mich., and General Motors Truck and Coach Division of Pontiac, Mich.

Each manufacturer will build three buses of a similar design—with slightly different construction details. Propulsion systems will vary in cost.

Rohr, with a \$5.1 million contract, and AM General, with one for \$6 million, will

feature advanced diesel engines.

General Motors' design, under a \$7.2 million contract, includes a regenerative gas turbine.

All propulsion systems will be virtually smokeless and odorless, with emission levels below the 1973 California Heavy Duty Vehicle Standards, considered the toughest in the nation.

The buses will have a top speed of 70 miles per hour for freeway travel.

One model of each prototype will contain advanced designs to provide easy access for individuals in wheel chairs. Extra wide doors, improved lighting and low, single-step entries will accommodate the needs of the aged and the handicapped. Each bus will be nearly one foot lower than present transit vehicles.

Noise levels are to be reduced by 50 percent or more.

Passenger area improvements include padded seats, increased knee room, improved climate control, tinted shatter-proof windows and a smoother ride.

The first prototype is to be delivered by mid-1973. The overall program will require about two years.

Federal government approves Super Bus project; Freeway Train was springboard for study

A new super bus project, which may change the pattern of future urban transportation, moved into action this month with the award of a \$226,080 grant by the U.S. Urban Mass Transportation Administration.

AC Transit's successful experimentation with its articulated bus, the Freeway Train, acted as a springboard for the nation-wide project.

The grant to National Transportation Center in Pittsburgh, Pa., will allow analysis of the feasibility of using high-capacity buses, such as articulated buses or double-deckers, in American cities.

AC Transit, which—since March, 1966—has operated the only modern double bus in urban transit in the United States, is one of seven transit properties participating in the feasibility project.

Others include: Dallas Transit System; Port Authority of Allegheny County, Pittsburgh; City of Chicago; Southeastern Michigan Transportation Authority; Southern California Rapid Transit District and the New York Transit Authority.

Together the agencies carry one-half the nation's revenue passengers.

Alan L. Bingham, general manager of AC Transit, is chairman of the National Consortium of Transit Operators which

will supervise the study and make decisions regarding layout and components.

The program has the goal of developing a bus with a substantially larger passenger carrying capacity.

The first phase will be concerned with vehicle specifications. After two prototypes are built and tested, plans call for a pre-production fleet of up to 100 vehicles which would be distributed to participants.

Secretary of Transportation John A. Volpe, in announcing the grant, said the project was an unprecedented example of intergovernmental cooperation because of the financial and management involvement by the transit agencies.

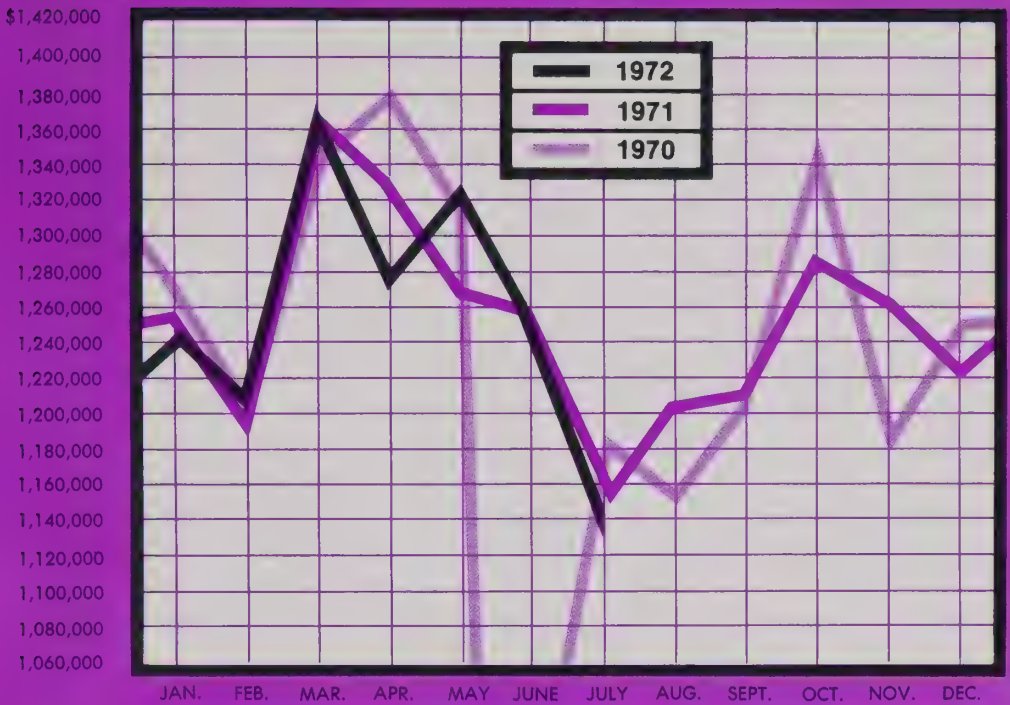
UMTA Administrator Carlos C. Villarreal pointed out that high capacity buses will help eliminate rush-hour overcrowding by providing a seat for every passenger.

"This project may well take a page from the past, rewrite it to modern specifications and provide a major advance in comfort and convenience for bus riders in most of our big cities," Villarreal declared.



SUPER BUS POSSIBILITIES — Pictured here are three of the buses which will be studied as part of the Super Bus project. Upper left, AC Transit's Freeway Train; lower left, a German articulated bus; above, London Transport's double-decker "The Londoner."

3 year passenger revenue comparison



July figures down from last year

Revenue and patronage figures for the month of July showed drops in all categories, compared to the same month one year ago, but there was one less workday in July this year.

Total passenger revenue for July was \$1,132,915, 2.8 percent below the \$1,165,908 collected during July, 1971. East Bay revenue was \$589,721, 3.8 percent below the \$613,021 dropped into fare boxes a year ago. Transbay revenue of \$543,194 was 1.8 percent below the \$552,887 collected one year earlier.

Commute book sales totaled \$250,165, down 0.9 percent from sales of \$252,492 during the same month a year ago.

AC Transit buses carried 3,687,839 passengers during July, 2.9 percent below the 3,796,981 carried during the month of July, 1971. East Bay buses carried 2,632,192 riders, 3.3 percent below the 2,722,424 who rode during the same month a year earlier. On transbay lines, patronage for the month totaled 1,055,647, 1.8 percent below the July, 1971, figure of 1,074,557.

Operating costs during July were \$1,978,035, 2.4 percent above year-ago expenses of \$1,931,284. The system operated 1,985,817 miles of service, 1.9 percent below the July, 1971, mileage of 2,024,328.

Total income, including anticipated revenue from the new State sales tax on gasoline, was \$2,276,507, leaving a surplus of \$93,974 — sufficient to cover operation costs, depreciation and bond debt requirements.

The District anticipates a surplus early in the year to provide funds to offset additional expenses to be incurred later in the year as new services are operated to BART stations.

Actions of the Board

At an adjourned regular meeting Aug. 30, the Board of Directors:

- Awarded contract for supplying destination sign material to The Nycal Co., Inc., on motion of Director Daughtry.

- Awarded contract for furnishing bus stop signs to Kresky Signs, Inc., subject to concurrence by Urban Mass Transportation Administration, on motion of Director McDonnell.

- Adopted revised operating estimate for fiscal year 1972/73 on motion of Director Daughtry. (See story, Pg. 4)

- Adopted a consolidated tax rate of 31.1 cents per \$100 assessed valuation, on motion of Director Daughtry.

- Authorized General Manager to file a claim with Metropolitan Transportation Commission for 1972/73 for gasoline sales tax funds in the amount of \$4,736,117, subject to further meetings with BART to achieve concurrence, on motion of Director Daughtry.

- Approved plans for promotional activities relating to commencement of BART services, including no-fare operation of horsecar and motorized cable car, on motion of Director McDonnell.

* * *

Transit Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
 508 16th St., Oakland, California 94612
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 Joseph McCord, Editor

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ROBERT E. NISBET	Attorney
DONALD J. POTTER	Transportation Manager
WARREN E. ROBINSON	Transportation Engineer
GORDON G. WADSWORTH	Safety Engineer
LOWELL D. WEIGHT	Treasurer-Controller

At a regular meeting Sept. 13, the Board of Directors:

- Approved new labor agreement with International Brotherhood of Electrical Workers, Local 1245, on motion of Director Bettencourt.

Seven qualify for board election

Seven men qualified last month as candidates for the board of directors.

Three directors on AC Transit's seven member board will be elected at the Nov. 7 General Election for four-year terms beginning in January, 1973.

Candidates qualifying for Ward I are incumbent Claude Daughtry and Roy Nakadegawa, a civil engineer. Both men

live in Berkeley.

Candidates qualifying for Ward II are incumbent William E. Berk and businessman George Dabney, Jr., Richmond.

The three candidates who qualified "at large" are incumbent Ray Rinehart of Oakland, industrial process planner J. Howard Arnold and business school official Richard Ivey, both of Berkeley.

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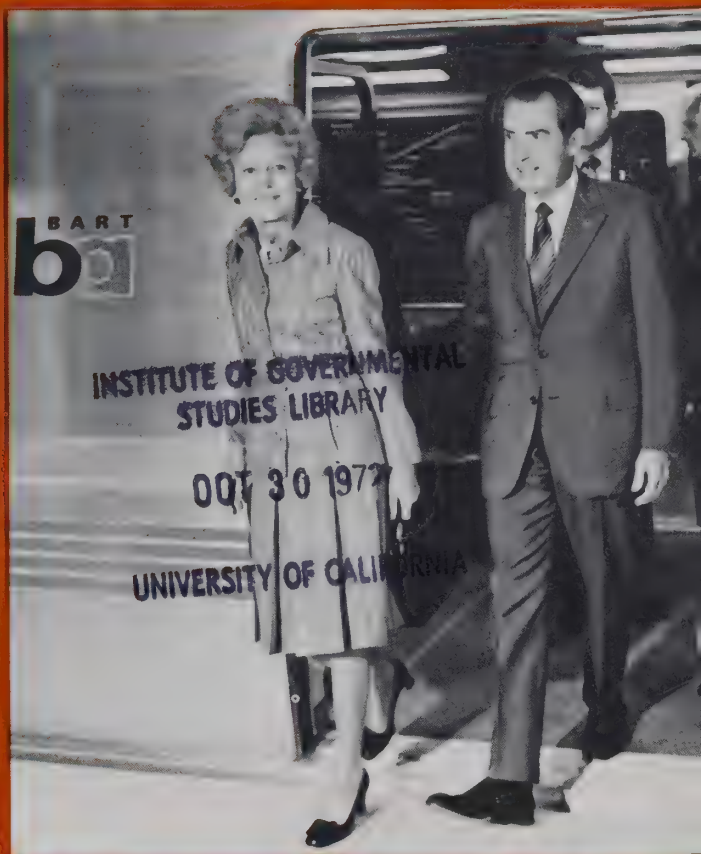
Vol. 15 No. 4

October 1972

Transit-Times



**Buses play
Important role
In presidential
Visit to area**





Our 'Stockholders' Write

Generally speaking, AC Transit is noted for having courteous and efficient drivers. However, *Stephen C. Anderson* is outstanding. I don't usually write this type of letter, but because I was so impressed with Mr. Anderson's polite, friendly and proficient manner, I thought I would take a few minutes and let you know.

Ernest V. Turner
Oakland

* * *

Mr. *John Holmes* makes it such a pleasure for people that are going to work. I myself sometimes will be very despondent and Mr. Holmes has made some of my days very pleasant to come to work.

Wilson Welsh
Berkeley

* * *

I wish to express my gratitude for the reduction in AC Transit bus fares (for senior citizens). In this way, I get all my errands done, keep doctors' appointments, etc., and still be home before the peak hours.

Thank you very much and God bless you.

Leslie Allen
Berkeley

* * *

... I could not help but observe the special effort driver *Kenith Jackson* made to make the ride as pleasant as possible. He greeted everyone with a smile and a welcome and seemed to think most positively about his job of serving the public.

Ruth Seegrist
Oakland

While traveling the "F" bus at various times, I have been impressed with the cheerful courtesy extended by driver *Floyd Tinkham* to his passengers, particularly to the elderly and infirm, to the young children traveling alone and to those on the "F" bus for the first time needing assistance in reaching their desired destinations.

James A. Smith
Berkeley

* * *

I wish to express my appreciation for the patient assistance given by your *Mr. Warren E. Robinson* and *Mr. Richard P. Videll* in expanding your service to include Naval Air Station, Alameda Housing areas. Their assistance has alleviated a difficult situation.

Warren H. Sells
Capt., USN
Alameda NAS

* * *

Yesterday and this morning there were ten standees (on Line CB—Broadway Terrace-San Francisco Express). There has been a great increase in the passengers, no doubt due to new residents to this area and others who used to drive their personal cars . . . we would certainly appreciate your . . . adding an additional bus both in the morning and evening.

Miss Norma Lencioni
and 50 others
Oakland

(Checking confirmed additional service was in order and an additional bus was added to this line in morning and afternoon peak hours.—Ed.)

Buses used in shuttle As President pays visit

A surprise visit by the President of the United States to Oakland on Sept. 27 resulted in 86 AC Transit buses going into special service for the occasion.

For security reasons, BART shut down its entire system for two and one-half hours during the President's visit. AC Transit set up a bus shuttle to carry BART's patrons during the period.

The shuttle service, involving 17 coaches, operated on a continuous 15 minute frequency between the 12 BART stations, including those outside District territory in Fremont and Union City.

More than 530 rail passengers were transported by bus.

It was the first time a previously agreed to emergency BART-bus operation was put into effect.

In addition, 69 AC Transit coaches

THE COVER—The President and Mrs. Nixon leave BART train after surprise visit to East Bay. Below, some of the 69 coaches which were chartered to bring the President's supporters to greet him at Oakland Airport.



A VERY SPECIAL RIDE—Third graders at St. Leonard's school in Fremont expected to ride BART. Instead, they rode an AC Transit bus, saw the President at San Leandro and rode BART back to Fremont.

were used to bring charter groups to Oakland International Airport to greet the President on his arrival in California.

The charter buses carried nearly 3,000 passengers from four counties, logging some 8,000 miles. The buses were chartered by Bay Area Republican groups for the occasion.

The entire operation was put together in less than 48 hours and was termed "a complete success" by General Manager Alan L. Bingham, even though buses had to operate in unseasonal rain.

AC Transit Board opposes Prop. 14

AC Transit would be forced to increase its fares, reduce its service, increase property tax—or a combination of all three—if the Watson Amendment, Proposition 14, is passed at the November election.

The Board of Directors expressed this concern at a meeting this month and adopted a resolution opposing passage of the initiative.

Particularly, directors stressed the need of AC Transit employees and the general public of understanding the serious impact on public transportation if voters approve the amendment.

Directors pointed out the proposition would completely eliminate the sales tax

on gasoline as a source of revenue for the transit district and severely handicap local public agencies by unrealistically limiting the local property tax.

Purchase of buses and revenue for normal operation would be drastically restricted, directors added.

Although billed as a major tax reform vehicle designed to reduce local property taxes, the Watson Amendment would require drastic increases in other state and local taxes, with the average person ending up the hardest hit, according to other opponents of the amendment. Beneficiaries would be large corporations which are financing the initiative campaign, it was pointed out.

ON THE WAY TO THE "A's"—Driver Don Mitchell leans out window to accept "A's" rooster cap from secretary Sharon Rodriguez, while holding a sign which tells it all. AC Transit put special express and regular buses into service for the first World Series games ever played in Oakland and supplied rooster caps for drivers of all buses which went to the Coliseum. Small portable signs which read "TO WORLD SERIES" also were painted and placed in windows of buses headed to the games. The special express buses ran from Alameda, Castro Valley, El Cerrito and the Transbay Transit Terminal in San Francisco, direct to the Coliseum. Regular service was supplied by Line 57C—MacArthur Blvd., which also shuttled people between the BART Coliseum station and stadium entrances.



GOOD HEADS—All AC Transit Maintenance Department workers have been issued new plastic helmets as protection against injury. Wearing the "bump caps" while they work are Emeryville Division employees, from left: Clarence Caldwell, John Ramos, William Halstead and H. O. "Frenchy" Gartman.



STEAM IN SERVICE—AC Transit completed its part in a steam bus experiment last month by running the bus on Line 82—Oakland-San Leandro-Hayward. Here passengers wait to board the bus at the Hayward BART station.

Steam bus project completed successfully After operation in revenue service

AC Transit successfully completed public demonstration of its steam bus during September, winding up the California Steam Bus Project with nine faultless days in revenue service.

The first modern steam bus to go into operation, coach 666 operated on 23-mile-long express Line 82 between Hayward and downtown Oakland from Sept. 19 through 29, serving BART stations en route.

Non-stop service

The bus steamed 353 miles during the final test period, with no stops for operational problems, water or fuel.

Few of the passengers even knew they were cruising under steam. The bus now operates quieter than a conventional diesel bus, project tests indicate.

In all, the bus ran 3,403 miles under its novel propulsion system, demonstrating the operational feasibility of steam and its acceptance by the public.

Considered the cleanest of the three steam-powered buses involved in the three-year project, the AC Transit bus tested well below State of California 1975 minimum emission standards.

Urban Mass Transportation Administration grants to the California State Assembly for the low-pollution experiment totaled \$2,300,000. Another \$5,700,000 was supplied by local contributions — most of the amount from the developers themselves.

The future of AC Transit's steam bus still is undecided. It may be purchased by its developer, William M. Brobeck Engineers of Berkeley, or returned to the District in its original condition.

The Lear Motors bus was driven back to Reno after completing three weeks of operation in San Francisco.

A third bus was developed by Steam Power Systems, San Diego, for Southern California Rapid Transit District.

The project was set in motion in September, 1969, with selection of vendors to develop and test external combustion engines.

First steam bus

AC Transit's bus tallied a number of "firsts" during the three-year period.

It was the first to operate under its own steam power; the first to be turned over to its assigned transit property; the first to be demonstrated in Washington, D.C., before congressmen and Department of Transportation officials; and the first to go into public service.

All three buses were demonstrated in Sacramento for legislators in April, 1972.

Currently under review by UMTA is an application from the California State Assembly to continue the project until two pre-production prototypes can be engineered to determine technical suitability. This research and development work would cost \$11.5 million and extend over a 42-month period.

Joe Ostle retires After 30 year Transit career

Joe Ostle is retired now and has no plans other than “to take life as it comes”—a statement which sums up Joe’s attitude toward life.

A 30-year veteran with AC Transit and its predecessor company, Key System, Joe made many friends during his years behind the wheel.

Among these friends, Joe particularly remembers Harry Cordellos and Michael Michener—both of whom Joe helped when they had problems.

Harry was 25 and blind when Joe first ran across him nine years ago. Harry lived in San Francisco but was a student at California State College in Hayward. He used AC Transit buses to get from the City to school, because he could ride without congestion problems.

When Joe discovered Harry’s handicap, he went out of his way to help him, making sure the youth made transfer connections and got safely on and off.

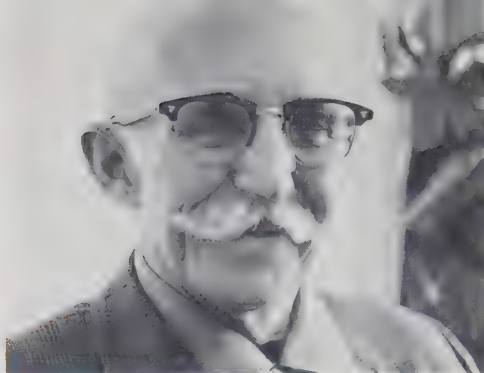
Michael was crippled

Michael was less than a year old when he became a regular commuter. Born with deformed feet, the tiny youngster rode with his great-grandmother aboard Ostle’s bus to San Francisco and Shriner’s Hospital for Crippled Children.

When Ostle discovered the boy was about to have his first birthday, he decided to buy him some playing blocks. He spread the news and AC Transit came up with a gift of its own—a specially made, scale model Transit Liner painted in District colors.

Ostle, 65, joined Key System on Feb. 19, 1942, but was drafted into the Army eight months later.

He rejoined Key in February, 1946, as a streetcar operator. Four years later



Joseph I. Ostle

he became a conductor on Bay Bridge trains. In April, 1958, Ostle became a bus driver and finished his career.

Ostle and his wife, Ann, live at 4433 Brookdale Ave., Oakland.

Other recent pensioners

Others who have retired recently are: *Oswald E. Cox, Aurelio R. Lopez, Roderick MacGregor, and Miguel Sahagun.*

Oswald E. Cox, 59, was a bus driver since his employment on Aug. 31, 1942, until his retirement Sept. 1. He lives at 2059 Carmel Dr., Concord.

Aurelio R. Lopez was a mechanic at Emeryville from May 8, 1945, until his Sept. 1 retirement. Now 64, Lopez lives at 195 California Ave., San Leandro.

Roderick MacGregor, who retired Aug. 1 at the age of 64, was a bus driver since his employment on July 22, 1952. He lives at 5121 Coronado Ave., Oakland.

Miguel Sahagun, a service employee at Seminary Division since his employment on Nov. 25, 1941, retired Sept. 1 at the age of 70. He lives at 1442 - 37th Ave., Oakland.

Drivers in two divisions Top safe-driving goal

Drivers from the Emeryville and Richmond divisions exceeded their safe-driving goals of 13,250 miles per accident during September. It was the sixth month in a row that both divisions topped the goal.

Emeryville’s mark for September was 15,412 safe-driving miles per accident while Richmond scored 13,312 miles.



Former boxer rides bus To deliver legal papers

Although he now is nearly blind, Lee Roy "Tiger" Wade, one-time ranking middleweight boxer, has put together an unusual job.

Wade is a process server who uses AC Transit buses to track down assignments.

"I don't trust myself in a car. I'm a danger behind the wheel and I find buses do a good job for me in my work. Besides, I feel safer in a bus than I do in a car," he says.

Because of his many fights and a mili-

NO CAGE FOR THIS TIGER—Lee Roy "Tiger" Wade, who boxed 315 opponents during the decade of the '40's, has a gentler occupation these days as a process server for local attorneys. Because of failing eyesight, he uses AC Transit buses to get around. Offering him a transfer is driver C. D. Harris.

tary service injury, the former boxer has one eye gone and only 20 percent vision in the other. During his ring career, Wade fought Carl "Bobo" Olson, among a total of 315 opponents.

The old left hook

About his fight record, which included 99 losses, Wade says: "I guess I was a sucker for a left hook. But I had a pretty good left, myself."

After leaving the fight game, Wade worked as a bouncer in Bay Area night clubs before taking his present job.

As a process server, he has memorized bus routes and time schedules to aid himself in getting around.

But Wade doesn't fight any more. "I guess I'm pretty positive about life," the ex-boxer says. "I have faith in humanity and I have faith in God. Besides," he says of his life now, "I have no intention of giving up this fight."



CRUSADERS READY TO ROLL—Ready to do battle for the 1972 United Bay Area Crusade, AC Transit employees receive campaign materials from Mrs. Elta Ball, far left. Front row, from left, are: Loren Ball, Avonne Bradshaw, James McCracken, Walter Martin, UBAC staff member Gary Fernandez and General Manager Alan L. Bingham. Second row, from left: G. L. Cross, Virginia Dennison, Don Potter, Bob Shamoon, David Rodrigues, Les Minear and Bob Detloff. Standing, from left: Lowell Weight, Carl Knutson, Dick Bertz, A. R. Lucchesi, Nick Alevisos, John Krajcar, Andrew Phillips, George Akers and Charles Farrell.

NEW EMPLOYEES

AC Transit welcomed these
new workers in July,
August and September



Cameron Beach
Schedules
Emeryville



Clarence Beleele
Transportation
Emeryville



William Belsches
Transportation
Emeryville



Steven Black
Transportation
Richmond



Salvador Bonilla
Transportation
Richmond



Ronal Boothe
Transportation
Emeryville



Kinsey Cahill
Transportation
Emeryville



George Colvin
Transportation
Richmond



Douglas Cutting
Treasury
General Office



James Darcey
Transportation
Seminary



Rodger Dowling
Transportation
Emeryville



Gordon Dupree
Transportation
Seminary



James Freeman
Transportation
Richmond



James Gardner
Transportation
Richmond



Kent Guay
Transportation
Emeryville



Katherine Johnson
PBX-Information
Emeryville



Thomas Kotalik
Maintenance
Seminary



Peter Lemos
Transportation
Richmond



Peter Londway
Maintenance
Emeryville



Joseph Lewis
Transportation
Richmond



Martin McCauley
Transportation
Seminary



John Menzie
Transportation
Richmond



Jack Nicholson
Transportation
Emeryville



Shana Papendick
PBX-Information
Emeryville



Lauris Peterson
Maintenance
Emeryville



Elias Reed
Transportation
Richmond



Robin Riddick
Transportation
Seminary



Steve Seliandin
Transportation
Richmond



Russell Skiff
Transportation
Emeryville



Donald Spence
Transportation
Seminary



Roger Starkey
Transportation
Emeryville



Donald Steeves
Transportation
Emeryville



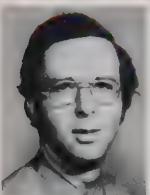
Earl Taylor
Transportation
Seminary



Wayne Thurman
Transportation
Richmond



John Tong
Transportation
Seminary



Robert Turner
Transportation
Richmond



Keith Varnau
Transportation
Emeryville



Chester Walden
Transportation
Emeryville



Joyce Williams
PBX-Information
Emeryville



James Yon
Transportation
Seminary

Pensioners' ranks thinned by death

Seven transit veterans and a member of a long-time "transit family" were taken by death during recent weeks.

Albert L. Coady, 72 at his death Aug. 26, was an employee of Oakland Terminal Railway Co., an early predecessor company of AC Transit. He is survived by his widow, Ellen, of Folsom, and a daughter, Mrs. J. Russo of Citrus Heights.

Junius W. Edwards, 1501 142nd Ave., San Leandro, a retired mechanic, died Aug. 8, one day short of his 80th birthday. He was employed Oct. 11, 1945, and retired Feb. 1, 1969. He is survived by his widow, Matilda.

Herbert C. Healey Sr., of 1011 Pomona Ave., Albany, died Sept. 14 at the age of 76. He worked for Key System from Sept. 30, 1924, until his retirement on Dec. 1, 1956, as an electrician.

Healey is survived by his widow, Nora, two sons, Herbert Jr. of Salinas and Richard W. Healey of Pleasant Hill, a sister, Mrs. Emma Swift of Salem, Ore., and six grandchildren.

Pensioner *Stanley P. Hergott* died June 21 in Sunnyvale. He was 76. Hired July 31, 1945, Hergott retired Nov. 1, 1965, after a career as a bus driver. He is survived by his widow, Lina, two sons, Stanley of Menlo Park and Jack Jagler of Orinda, two daughters, Mrs. Georgianna Hilario of Fremont and Mrs. Josephine Clevenger of Oakland, by 11 grandchildren and three great grandchildren.

George E. Plein, who worked as a bus driver and as a ticket collector at the Transbay Transit Terminal in San Francisco, died June 30 at the age of 69. Plein was employed Oct. 1, 1945, and was pensioned May 1, 1967. He left no surviving family.

John Smullen, who retired Sept. 1, 1948, after a career of 20 years as a trainman with Key System, died Oct. 5.

Smullen, who lived at 315 Wayne Pl., Oakland, was 87.

Smullen is survived by his widow, Sadie, a son, John Smullen of Walnut Creek, two daughters, Jean Reinke of Downey and Winifred Berrian of Lafayette, seven grandchildren and five great-grandchildren.

Charles S. Young of 1023 Walnut St., Alameda, who worked for Key System from Apr. 8, 1942, to Apr. 22, 1958, as a ticket collector at the San Francisco terminal, died June 15. He was 79. Young's survivors include his widow, Ada Lee.

James T. McNamara of 17 Sheridan Rd., Oakland, died Sept. 12 at the age of 45. McNamara was the son of Joseph "Bunco Joe" McNamara who worked for Key System in his youth and later sold carmen's supplies. James McNamara, a cousin of AC Transit Director John McDonnell, was named after an uncle who worked for Key System, and other East Bay transit properties, for half a century.

Abandonment of Line 31 Protested by riders

A petition containing more than 200 names and protesting abandonment of inter-city express Line 31—Richmond-Oakland was received by the Board of Directors this month.

The petition was referred to the Project Development Committee for further consideration.

Line 31 provides peak hour express service on weekdays between Richmond, El Cerrito, Albany and Oakland.

Abandonment of the line, when BART begins operation within the same corridor, was approved earlier this year by the Board in accordance with the policy that most riders would save time by taking advantage of the faster traveling times provided by BART and connector bus service.

Gains in all categories in August

Revenue and patronage figures for the month of August showed gains in all categories, compared to the same month one year ago, with sharp gains in transbay figures.

Transbay revenue of \$611,595 was up \$35,871, or 6.2 percent, above the \$575,724 collected one year earlier. East Bay revenue was \$638,493, up \$6,617 or 1.0 percent above the \$631,876 dropped into fare boxes a year ago. Total passenger revenue for August was up 3.5 percent, a gain of \$42,488 above the \$1,207,600 collected during August, 1971. The total this year was \$1,250,088.

AC Transit buses carried 3,921,567 passengers during August, up 123,593 riders or 3.3 percent above the 3,797,974 carried during the month of August, 1971. Transbay buses carried 1,182,699 riders, up 63,325 who rode during the same month a year earlier—a gain of 5.7 percent. On East Bay lines, patronage for the month totaled 2,738,868, up 60,268 or 2.2 percent above the August, 1971, figure of 2,678,600.

Operating costs during August were \$2,120,539, up \$252,375 or 13.5 percent above year-ago expenses of \$1,868,164. The system operated 2,132,111 miles of service, an increase of 63,038 miles or 3.0 percent above the August, 1971, mileage of 2,069,073.

Total income, including anticipated revenue from the new State sales tax on gasoline, was \$2,276,507, leaving a surplus of \$106,882 — sufficient to cover operation costs, depreciation and bond debt requirements.

The District anticipates a surplus early in the year to provide funds to offset additional expenses to be incurred later in the year as new services are operated to BART stations.

3 year passenger revenue comparison



Actions of the Board

At a regular meeting Oct. 11, the Board of Directors:

- Approved extending central fare zone northward to Moeser Lane, El Cerrito; rerouting of Line 17—Alcatraz Ave. to serve BART/Rockridge; minor extensions of Line 63—South Shore in West Alameda and Line 83—Sobrante Park in Sobrante Park; rerouting of Line 82—Mission Blvd. from Tennyson Rd. to Dixon St. to Industrial Parkway in Hayward, on motion of Director Berk.

- Adopted resolution opposing passage of Proposition 14, on motion of Director Fujii. (See story, Pg. 3)

Cost-of-living hike Granted employees

A one-cent an hour cost-of-living increase was paid to all AC Transit hourly employees, beginning with the first payroll period of October, under terms of the labor contract between the District and Amalgamated Transit Union, Division 192. Salaried employees received an equivalent percentage increase.

The increase was based on contract provisions which allow an increase of one cent an hour for each one-half point rise in the Federal government's cost-of-living index. The index, which was at 125.0 in June, rose to 125.7 in August.

The latest increase, the sixth since the program was initiated in January, 1969, raises the total of such adjustments to 31 cents per hour and places AC Transit employees among the highest paid transit industry workers in the nation. Bus drivers' wages are now \$5.21 an hour.

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
 508 16th St., Oakland, California 94612
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 Joseph McCord, Editor

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Patronage up on District Transbay "Pedal Hopper"

After three months of service this summer, patronage on the "Pedal Hopper"—AC Transit's transbay bicycle bus—was up slightly more than 12 percent above the same period last year.

The modified bus, which allows cyclists to carry their bikes across the Bay Bridge for the regular fare plus 20 cents, carried 591 passengers on 28 separate dates this year, an average of 21.11 passengers per date.

During the same three months last year, the bus carried 716 passengers but was in operation 38 days, an average of 18.84 passengers per day.

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Transit-Times



**Anti-pollution
Devices give
District Cleaner
Burning fleet**

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Voters elect three To Board of Directors

Alameda and Contra Costa voters returned two AC Transit Directors to office and elected one new member at the Nov. 7 General Election.



Ray Rinehart

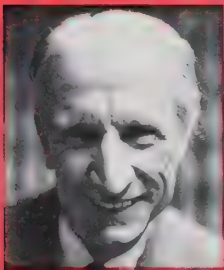
In Ward I, civil engineer Roy Nakadegawa of Berkeley unseated incumbent Claude Daughtry who had served since his appointment to the board in April, 1970. Nakadegawa is employed as an engineer by the City of Richmond.

Board President Ray Rinehart led all candidates with 220,847 votes, in winning the one at-large seat against two opponents. He wound up with 66.2 percent of the vote cast in his district-wide race.



Roy Nakadegawa

In Ward II, incumbent Director and Past President William Berk won re-election with 44,589 votes. He garnered 68.5 percent of the vote in his two man race. Berk has been a director since 1961.



William E. Berk

The three successful candidates will begin their four-year terms in January.

In an election of interest to all transit people, State Proposition 14 was defeated by California's voters.

The AC Transit Board took a strong stand against Proposition 14 before the election.

Pinole service Under study by Transit group

What type of bus service is best for Pinole and surrounding unincorporated areas and how it should be routed is under study by representatives of the City of Pinole, AC Transit and BART.

Express freeway service to the BART Del Norte station and local bus operations were discussed at a meeting at AC Transit headquarters.

A proposal for local bus transit already has been approved in principle by the Pinole City Council, which contemplates contracting with AC Transit to operate the service.

Involved in the discussions were William E. Berk, AC Transit director representing west Contra Costa County; Pinole City Manager Edward G. Wohlenberg and Mark Kermit, transportation coordinator for Contra Costa County.

William Edmonds, transportation planner from BART, indicated during the session that BART proposes to operate peak hour commute service from Pinole to the Del Norte station, via the Interstate 80 freeway.

E. Sam Davis, research and planning manager for AC Transit, will proceed to work out various routes for consideration. How to finance the service will be determined after a pattern of operation is agreed upon.

Steambus movie is available For showing to clubs, schools

"Steambus!"—the story of the development, testing and operation of the first, modern steam-powered bus is on film and is available for showing to any group, service club or school class.

Interested groups should contact Joseph McCord at: AC Transit Public Relations Dept., 508 - 16th St., Oakland, 94612; phone: 654-7878.

Bridge toll for buses reduced

A reduction in the San Francisco-Oakland Bay Bridge bus toll, down from 50 cents to ten cents, became effective November 1.

The estimated \$110,000 per year savings will help offset costs already incurred in operating additional commute hour service across the bridge.

Bus commuter patronage on bridge lines has increased 80 percent since AC Transit took over operations in 1960. The most recent figures indicate growth of more than two percent annually.

To meet this growth, and to maintain the policy of providing a seat for every passenger under normal conditions, AC Transit has steadily added service on the bridge lines.

Since Oct. 1, 1970, the date of the last reduction in bus tolls, 18 coaches have been added during the morning commute period and 14 during afternoon peak hours for a total of 37 new trips.

The toll reductions have helped stabilize transbay commuter fares, despite continually increasing costs of operation. The basic commuter fare of 50 cents, established Nov. 30, 1953, has had only one five-cent increase—to 55 cents—on July 1, 1969.

Each additional coach on commute runs adds from \$18,000 to \$20,000 operational costs per year while transbay fares cover only two-thirds of these costs, leaving one-third to be recovered through taxes or other sources.

Low pollution fuel injectors Installed in "New Look" buses

The AC Transit Maintenance Department completed installation of the last of the low-pollution fuel injectors late last month, making the District one of the "cleanest burning" in the country.

The new low sac needle injectors greatly reduce engine exhaust emissions and smoke production and improve exhaust odor.

The program involved installation of six LSN injectors in each of 460 "New Look" buses at a cost of more \$100,000. Work began Dec. 31, 1971, and was completed Oct. 31.

Another 90 buses, with LSNs installed at the factory, have been purchased since the program began, giving AC Transit a

total of 550 buses with anti-pollution devices.

All buses purchased from now on will have LSNs as standard equipment.

AC Transit was the first transit agency to begin installation of the new injectors in efforts to meet the 1973 exhaust emission standards.

Lane Accidents Down

The special express lane through the San Francisco-Oakland Bay Bridge toll plaza, which was designed to speed buses through the toll area, has yielded a second bonus through a sharp reduction in accidents.

Since the special lane was extended last December, accidents have been reduced by nearly one-third, despite the fact AC Transit mileage through the lane has increased 1.3 percent.

There also was a reduction in accidents after the original lane was opened in April, 1970. Prior to that, AC Transit buses were involved in 1.7 accidents per month in the toll plaza area. For the past 11 months, the figure was less than one accidents per month.

THE COVER—The last of more than 2700 Low Sac Needle fuel injectors is installed by Seminary Division mechanic Francis Eaton, completing the conversion of 460 buses to the improved injector. Some 90 new buses, like the row at bottom, already have devices which minimize pollution, giving AC Transit one of the cleanest burning fleets in the nation.

The questions People ask

Working at AC Transit's telephone information center can be challenging, exciting and, sometimes, amusing.

From time to time, the AC Transit telephone clerks get involved in delightful conversations.

Mrs. Otha Guiles, one of 25 women who field phone inquiries about everything from "which big name performer is scheduled in the Oakland Coliseum" to "what the weather is like in San Francisco," has been assisting callers for more than 16 years.

Among her recent calls, Mrs. Guiles received one from a young lady who was in too much of a hurry to give her name or address while saying: "Please tell the bus driver I will be five minutes late and to hold the coach for me." Click.

Another caller, who was using the free information phone at Latham Square in Oakland, asked: "How do I get to the Oakland City Hall on Faller Street?"

Mrs. Guiles told the woman, "You are a block from the Oakland City Hall which is on 14th and Washington. The Court House is on Fallon at 12th. Which do you wish?"

The woman replied: "Well, I just want to go to the marriage bureau and get a license." The proper information was provided and the lady, presumably, achieved marital status.

A little boy called one afternoon to ask "how much donation" he should give the bus driver for a ride.

A somewhat confused man recently asked Mrs. Guiles: "If I want to catch a bus from downtown Hayward to downtown Oakland, which one do I get?" She queried back: "What time do you wish to go?" He replied: "At night."

Not all calls are humorous. Some are from people with serious problems such as drug abusers, potential suicides, people in general despair. "We try to help everybody," said Mrs. Guiles cheerfully.



LENDING AN EAR—Mrs. Otha Guiles, one of AC Transit's 25 information clerks, gets ready to answer one of the 3,500 questions asked every day by bus patrons. Questions have included: "How much donation do I give the driver for a ride on the bus?"

Crank calls are rare and the operators are trained to handle abusive telephoners with patience and skill. "We don't have problems of that kind," Mrs. Zada Malinak, AC Transit's customer service supervisor, said. "The people who call are seeking help, and that's what we are anxious to do—help them."

Mrs. Malinak's clerks handle an average of 3,500 calls every day but, during one 24-hour period when BART first opened, more than 5,000 requests for information were processed.

Buses carry crowds Out to World Series

AC Transit buses proved to be a popular form of transportation during the World Series games played in Oakland.

Of the more than 200,000 fans who attended the three games, plus the one rained out date, District buses carried 28,434, or 14.1 percent of the total.

In a new operation for AC Transit, buses shuttled between BART Coliseum station and the Coliseum itself, carrying thousands of BART riders who didn't want to make the long walk.

Road rules as others see them

The "Rules of the Road" are very much the same from country to country around the world, but sometimes the words used to express those rules are different.

The magazine of the Adelaide, South Australia, Municipal Tramways Trust recently published an English translation of a set of Japanese rules.

The magazine "Among Ourselves" said the rules were published early in this century.

"At the rise of the hand of policeman, stop rapidly. Do not pass him by or otherwise disrespect him.

"When a passenger of the foot have in sight, tootle the horn trumpet to him melodiously at first. If he still obstacles

your passage, tootle him with vigour and express by word of the mouth the warning 'Hi, Hi!'

"Beware of the wandering horse and he shall not take fright as you pass him. Do not explode the exhaust box at him. Go soothingly by, or stop by the roadside till he pass away.

"Give big space to the festive dog that make sport in the roadway. Avoid entanglement of dog with your wheel-spokes.

"Go soothingly on the grease mud, as there lurk the skid demon. Press the brake of the foot as you roll round the corners to save the collapse and tie-up."

Most of all, drivers should watch out for that 'skid demon.'

Robert Detloff retires

Robert "Bob" Detloff, below, who retired last month after a 31-year career with Key System and AC Transit, plans to take life "day by day" and "putter around the house"—a far cry from his recent years as transportation superintendent at Seminary Division.

Detloff moved into the top job at Seminary after six years in the assistant superintendent post and 18 years as a supervisor.

A native of South Dakota, Detloff began his transit career in March, 1941, as a streetcar operator.

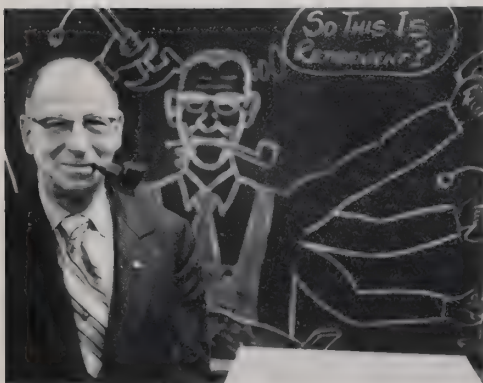


L. L. McDonald appointed

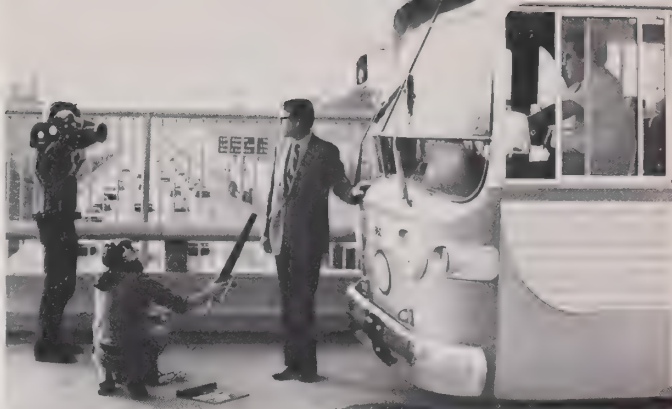
Leonard L. McDonald, above, who worked his way through positions as driver, instructor, supervisor and assistant superintendent, became transportation superintendent of Seminary Division on October 27, following the retirement of Robert Detloff.

McDonald, 55, who lives at 35609 Dante Pl., Fremont, with his wife, Violet, and sons Eldon and Ellis, started with Key System in 1945 but left in 1949.

He returned in June, 1951, as a driver and moved steadily upward.



TAKES FOR THE TUBE—Actor John Caple, right, recites his lines for an AC Transit television commercial, currently running on TV channels 2 and 5, which illustrates that bus riding helps to unclog traffic congestion. Camera-man, left, is Mike Anderson; soundman is John Cavala; driver is George Skinner.



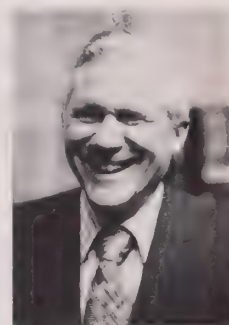
"Spig" takes retirement

Arthur de Spiganovicz, AC Transit's acting personnel manager for the past five years, retired Oct. 19 after 35 years in the transit industry.

"Spig," as he is known, joined Key System Apr. 1, 1937, as a junior clerk and held a number of positions before moving into the personnel job in 1967.

The 61-year-old Spiganovicz and his wife, Blanche, have made their home in the Montclair section of Oakland since 1936 and now live at 7070 Broadway Terrace.

Spiganovicz, a licensed consulting public accountant, plans to work in that field as well as getting in some travel.



THE KING RETIRES—Arthur "Spig" de Spiganovicz wears a cake decoration and a big smile at his recent retirement party.

It's Richmond again

Richmond Division drivers, who set an all-time AC Transit record last year by exceeding their safe-driving goals for 15 months in a row, are nearly at the half-way point of tying that record.

By driving an average of 13,502 miles per accident during October, they ran their string to seven straight months above the goal of 13,250 miles per accident.



SHAMOON MOVES UP

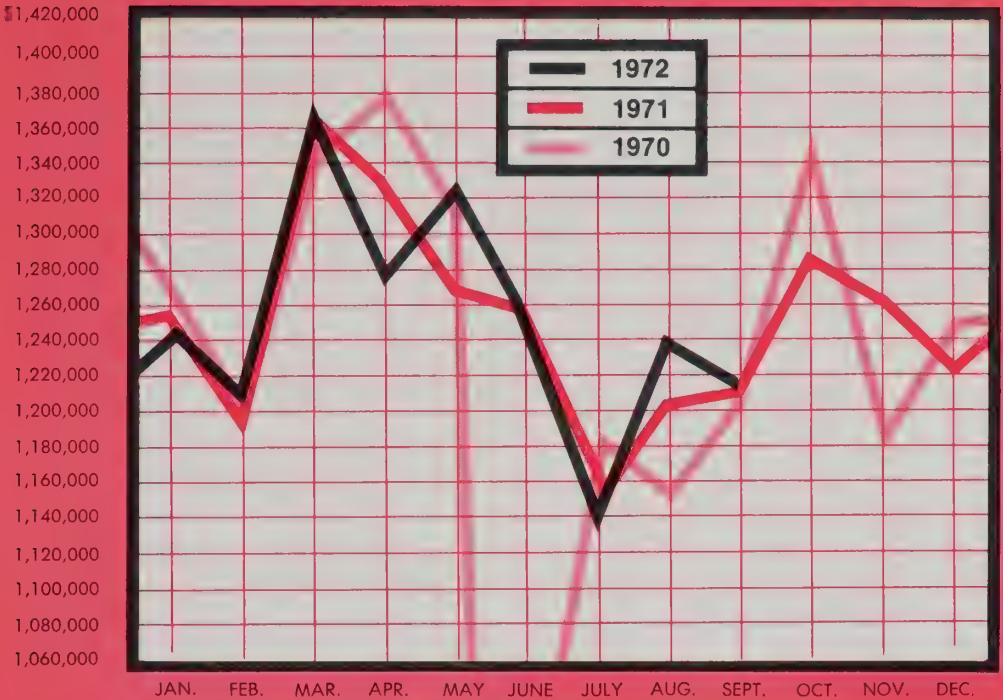
Robert J. "Bob" Shamoan, above, who spent most of the past three years as a labor relations analyst, has been appointed Assistant to the Personnel Manager, replacing Arthur de Spiganovicz, who retired last month.

Shamoan, 45, started with Key System as a driver in 1954 and held positions as a dispatcher, supervisor and central dispatcher before moving into labor relations.

A native of Reedley, California, Shamoan attended schools there before serving in the Coast Guard and as a merchant seaman during World War II. He came under enemy fire while aboard ships in the southern and eastern Pacific theaters.

Shamoan and his wife, Zelpha, live at 569 Ginger Ave., Hayward. They are parents of one daughter and grandparents of three.

3 year passenger revenue comparison



September figures hold steady

Total passenger revenue for September was \$1,214,511, up \$24 above the \$1,214,487 collected during September, 1971. East Bay revenue was \$640,002, down \$13,807 or 2.1 percent below the \$653,809 dropped into fare boxes a year ago. A transbay revenue gain of \$13,831 almost exactly offset the East Bay loss. Transbay revenue of \$574,509 was up 2.5 percent above the \$560,678 collected last year.

Commute book sales totaled \$255,018, down \$849 from sales of \$255,867 during the same month a year ago—a slight dip of .3 percent.

AC Transit buses carried 4,147,071 passengers during September, up 37,715 or .9 percent above the 4,109,356 carried during the month of September, 1971. East Bay buses carried 2,977,914 riders, up 12,538 or .4 percent above the 2,965,386 who rode during September, 1971. On transbay lines, patronage for the month totaled 1,169,157, up 25,187 or 2.2 percent above the September, 1971, figure of 1,143,970.

Nationally, the transit industry indicated a decrease in revenue passengers of 4.03 percent.

Operating costs during September were \$2,091,114, up \$229,379 or 12.3 percent above year-ago expenses of \$1,861,735. The system operated 2,065,539 miles of service, an increase of 17,355 miles or .8 percent above the September, 1971, mileage of 2,048,184.

Total income of \$2,344,396 covered operational costs and left a surplus of \$48,736 after meeting full bond debt requirements.

Actions of the Board

At an adjourned regular meeting Oct. 25, the Board of Directors:

- Agreed to continue Line 37—Warren Blvd. Express as a regular route, on motion of Director McDonnell.

- Rerouted Line N—San Leandro-East Oakland-San Francisco to Santa Rosa St. from Santa Maria St. between Estudillo and Joaquin avenues, San Leandro, because of safety factors, on motion of Director McDonnell.

- Extended Line 12—West 14th St.-Oakland Army Term.-Naval Supply Center and Line 83—West Oakland-Oakland approximately two miles into Oakland Naval Supply Center, during peak commute hours only, to provide more complete service, on motion of Director McDonnell.

- Agreed to continue Line 95—Kelly St. as a regular route, on motion of Director McDonnell.

- Directed that Hayward Lines 80, 81, 90, 91 and 92 observe the Hayward BART station as a regular stop at all times, in order to utilize the lighted area for transferring passengers, on motion of Director McDonnell.

- Continued the present special service between Palo Vista and the Eastmont Shopping Center, on motion of Director McDonnell.

- Continued bicycle bus operation until rain begins, on motion of Director McDonnell.

- Authorized General Manager to subscribe AC Transit as a member of Transit Development Corp., Inc., at a cost of \$15,000, on motion of Director McDon-

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WARREN E. ROBINSON	Transportation Manager
GORDON G. WADSWORTH	Transportation Engineer
LOWELL D. WEIGHT	Safety Engineer
	Treasurer-Controller

nell.

* * *

At a regular meeting November 8, the Board of Directors:

- Referred bids for acquisition and installation of new bus washer to management for evaluation and recommendations, on motion of Director Bettencourt.

- Extended Line 83—E. 14th St.-Sob-rante Park one block to Bergedo Dr. to improve service on this line, on motion of Director Berk.

- Authorized advertising for bids on diesel fuel and other necessary petroleum products, on motion of Director McDon-

nell.

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Agencies work together to bring
Public transit to Santa Clara County

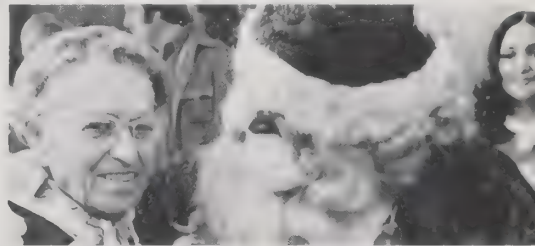


Santa brings joy to East Bay children

Santa Claus took his annual ride aboard an AC Transit bus on Nov. 24 this year.

Riding in his own sleigh on top the District's "Holiday Bus," Santa greeted children from Richmond to Hayward.

As he has for many years, Richmond Division Superintendent Nick Alevizos played the part of Santa. His assistants were PBX/Information clerks Kathy Fischer and Bardi Darcey.



UNUSUAL PARTNERSHIP — Charles Quinn, left, chairman of the Santa Clara County Board of Supervisors, and Ray Rinehart, president of the AC Transit Board of Directors, sign an agreement retaining AC Transit to manage the new Santa Clara County Transit District when it becomes operational on Jan. 1.



AC Transit to manage new bus system Under contract for Santa Clara County

In an unprecedented action for the West Coast transit industry, AC Transit will take over management of the new Santa Clara County Transit District on Jan. 1.

A contract, covering the unusual partnership between the two transit agencies, was approved late last month by the AC Transit Board of Directors and the Santa Clara County Board of Supervisors.

18 month contract

The management arrangement will last through June 30, 1974, but could be extended for a longer period.

Policy decisions are being made by Santa Clara County supervisors, sitting as directors of the new agency. In its new capacity, AC Transit has the responsibility for transportation operations, equipment and building maintenance, scheduling, accounting, employment and training, safety, stores and purchasing, public relations and marketing.

AC Transit also will provide consultant services on labor relations, claims, acquisition negotiations, route expansion planning, equipment specifications, Federal grants and legal services.

AC Transit Board President Ray Rinehart described the plan as a "unique example of one public agency taking advantage of the particular skills and capabilities of another public agency to get into business—to the economical advantage of the public."

The new district was created by Santa Clara County voters last June and involves the take-over of San Jose City

Lines, which owns 54 buses, Peninsula Transit Lines of Palo Alto with ten buses, and the San Jose operations of Peerless Stages, Inc., which operates eight coaches.

Howard W. Campen, county executive for Santa Clara County and Transit District executive officer, said little immediate changes will be noted in the take-over.

"But," he added, "down the road Santa Clara County Transit District expects to purchase a new bus fleet of 200 coaches over the next five years and to expand and improve routing and scheduling, serving additional communities.

"We also foresee the most sophisticated approach to personal rapid transit. Santa Clara County has the need—and

THE COVER—An aerial view of Santa Clara County, looking north up the Bay, shows the scope of operations of the new Santa Clara County Transit District which AC Transit will manage for the next 18 months.

the resources—for development of new transit modes which can be innovative, as well as practical, and serve the purpose of getting people out of cars," Campen added.

Santa Clara County will pay AC Transit \$5,500 per month for the help of its 13-member management executive team. AC Transit also will be reimbursed for all expenses incurred by other employees involved in the dual activity.

The financial arrangement was designed to assure that AC Transit taxpayers and riders will not, in any way, subsidize the Santa Clara operation.



New electric bus Shown to Board

BATTERY POWERED BUS — Board President Ray Rinehart, foreground, steps aboard electric bus for demonstration ride in Oakland.

A battery powered electric bus which emits no air pollution and is silent in operation was shown to AC Transit Board members and management last month.

The 20-passenger bus, manufactured by Electrobus, a Southern California firm, was driven through downtown Oakland traffic and up Piedmont hills.

Powered by a 36 cell, 4200 pound, lead acid battery, the bus operates at speeds up to 35 miles per hour for a distance of 40 to 50 miles before batteries have to be changed.

An Electrobus vice-president, H. H. Flum, told Board members that battery changes take only five minutes and that buses are ready to roll immediately after a recharged battery has been installed.

The exchanged battery then is recharged for use, later, in another bus.

Features of the bus, Flum said, are pollution-free operation, silent running and smooth starts. He also said its simplified design and low maintenance requirements should lead to a 25 year in-service life.

Five pensioners and bus operator Taken by death during recent weeks

Five pensioners, all with long service records, and a present bus driver died recently.

Driver *Hershell D. Prevatt* of 2107 73rd Ave., Oakland, died Nov. 20. Prevatt, who was 54, was employed Dec. 10, 1952. His survivors include his widow, Betty, a son, Michael, and four daughters, Loraine, Marlene, Paulene and Charlene.

Retired driver *William Bunce* of 1261 Hampshire, San Francisco, died Aug. 9 at the age of 69. Bunce was employed from Sept. 11, 1945, until his retirement Jan. 1, 1970. He is survived by his widow, Loretta, and two daughters, Mrs. Diane Simon and Mrs. Barbara Wirtz.

Lawrence R. Butler, who retired Jan. 1, 1969, as lead parts clerk, died of a heart attack on Nov. 26. He was 71. Butler, who lived in Denair, Calif., is survived

by his widow, Stella.

Pearl P. Draper, whose transit career spanned nearly half a century, died Nov. 19 at the age of 84. Draper's service ran from May 20, 1907, until his retirement as a trainman on Feb. 1, 1956. He lived at 170 Perkins St., Apt. 104, Oakland, and is survived by his widow, Ruth.

Leon P. Lagier, who was a mechanic at Seminary Division from June 3, 1942, until his retirement July 1, 1968, died Oct. 24 at the age of 67. Lagier, who lived at Sea Ranch, Calif., is survived by his widow, Mabel, and a daughter.

John A. Ruggles, who had 40 years of service from June 15, 1922, until his retirement Mar. 1, 1962, died Nov. 7 at the age of 78. Ruggles spent 20 years as a driver and 20 years as a maintenance foreman. He is survived by his widow, Ellen, and a married daughter.

Three centuries of service

John Stockman heads list Of dozen new pensioners



Twelve AC Transit employees, with a total of 331 years of service among them, are winding up their transit careers by retiring as the year ends.

John T. Stockman, Supervisor of Data Processing, retires officially on Jan. 1, although his last day of work, because of accumulated vacation time, was Nov. 16.

Stockman, 63, headed the District's Data Processing Department for the past 30 years.

A ski enthusiast, Stockman and his wife, Alice, plan to travel, particularly to the mountains, during his retirement.

The Stockmans, who have a daughter and one grandchild, live at 563 Dowling Blvd., San Leandro.

Also retiring from the Data Processing Dept. effective Jan. 1 is *Sylvanus T. Abbott*, a key punch operator. She worked for Key System and AC Transit since Nov. 3, 1952.

Edyth M. Baas, a bus driver and wife of retired driver George Baas, retired

THREE DECADES—*John Stockman*, with 30 years as head of Data Processing, retires officially Jan. 1.

effective Nov. 1. She began her career June 11, 1953.

Adele B. Bosco, wife of transportation supervisor Peter Bosco, retired Nov. 1, ending a driving career which began Sept. 23, 1954.

Driver *Kenneth A. Crawford*, whose service dates from Apr. 22, 1940, retires effective Feb. 1.

Zepha Maye Jensen, a senior typist clerk in Safety and Training, officially retires on Jan. 1. Her employment date was Oct. 29, 1951.

Thelma C. Lanthier, a secretary in the Treasury Department, ends a 41 year career on Feb. 1. Her service dates from Oct. 1, 1931.

Dorothy D. Lewis, a driver since Feb. 15, 1943, retired effective Dec. 1.

William F. McClure, who was Secretary-Treasurer of Division 192, Amalgamated Transit Union for a decade, officially retired Oct. 1 after a heart attack last year put him on sick leave.

McClure started with Key System in 1945 as a trainman. He switched to buses in 1958 after they were taken out of service and assumed the union post in 1962.

Edgar J. McIntosh, a driver since July 18, 1944, retires effective Jan. 1.

Arnold M. Meyer, a driver since May 5, 1941, retired effective Nov. 1.

Edward Rogers, parts clerk in the Stores Dept., retires effective Jan. 1. He worked for Key and AC Transit since July 23, 1936.



Maye Jensen



HAPPY HOLIDAYS FOR HIM—*James S. Danzy*, left, is thinking thoughts of a very merry Christmas as he deceives a \$150 check from *Stan Pearce*, right, while *Bob Gettys*, center, looks on. Danzy earned the award for a suggestion he submitted through AC Transit's VIP plan. Danzy suggested an improved fare collection procedure. Pearce and Gettys are members of the VIP Committee.



CARPETING ON THE CEILING? *There's a reason for it. Manager of Maintenance A. R. Lucchesi and PBX/Information clerk Kathy Fischer examine carpeting which was installed on one of AC Transit's transbay buses. The carpeting is part of an experiment to reduce interior bus noise.*

Carpeting installed on bus ceiling in effort To reduce noise, improve appearance

Carpeting was installed on the ceiling of an AC Transit bus this month and passengers were surveyed for their reactions to the innovation.

The carpeting, along with other renovation work, is part of an experiment to reduce interior bus noise and improve appearances.

In addition, two seats were removed to provide additional leg room, reducing the 45 passenger bus to a 41 passenger bus.

Board continues Senior citizen fare

The special ten-cent fare for senior citizens will continue at least one more year with the time the fare is in effect extended to 4 p.m. as the result of Board action this month.

Management is studying the possibility of extending the time even further — to 4:30 p.m. weekdays — depending on peak-hour passenger loads.

Under the plan, which went into effect Jan. 1, 1970, people 65 and older may ride East Bay lines for ten cents between 9 a.m. and 4 p.m. and between 7 p.m. and 3 a.m. weekdays, plus all day on weekends and certain holidays.

Eligible senior citizens—about ten percent of Alameda County's population — can ride from Hayward to El Sobrante for a dime since zone charges are not applied.

The unusual work was done on bus No. 133, one of the "Transit Liners" purchased nearly a dozen years ago to give commuters the comfort of high-back seats.

Refurbishing of a previous model proved most riders missed the full outside view and felt a little closed in.

Seats on No. 133 were re-upholstered in a bucket style, with colors coordinated with ceiling shades. Arm rests were removed in an effort to make rides more comfortable for passengers.

Passengers' reactions, collected on survey cards, will guide the District in making further improvements to bus interiors.

Line 31 intercity express To continue on limited basis

Line 31 intercity express between Richmond and downtown Oakland, which was scheduled for abandonment with the opening of BART's Richmond leg, will be continued on a reduced basis instead.

The Board of Directors this month decided to continue weekday peak-hour service on the line because 92 percent of the line's riders signed petitions requesting continuance of the service.

Instead of the present eight inbound trips between 7 and 9 a.m., service will be curtailed to seven trips. Afternoon service outbound to Richmond will be curtailed from seven trips to six when BART goes into operation.

October figures show increase

All revenue and patronage figures showed an increase during October, compared to October, 1971.

Total passenger revenue for October was \$1,334,017, up \$40,772 or 3.2 percent above the \$1,293,245 collected during October, 1971. East Bay revenue was \$717,691, up \$11,074 or 1.6 percent above the \$706,617 dropped into fare boxes a year ago. Transbay revenue of \$616,326 was up \$29,698 or 5.1 percent above the \$586,628 collected last year.

Commute book sales totaled \$284,728, up \$18,296 from sales of \$266,432 during the same month a year ago—a rise of 6.9 percent.

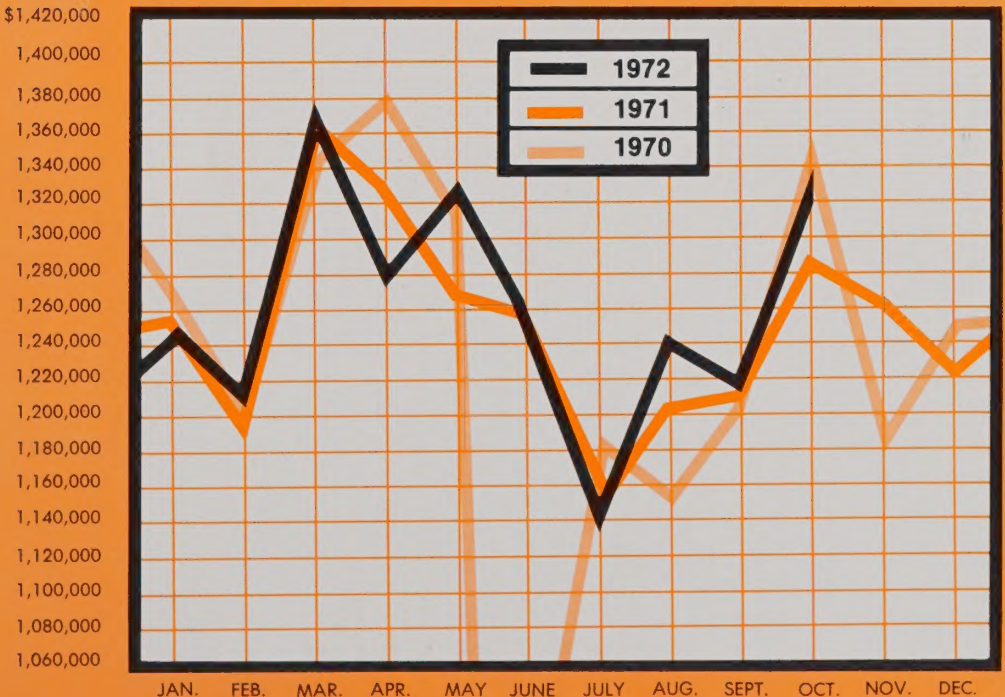
AC Transit buses carried 4,560,259 passengers during October, up 121,649 or 2.7 percent above the 4,438,610 carried during the month of October, 1971. East Bay buses carried 3,289,319 riders, up 68,882 or 2.1 percent above the 3,220,437 who rode during October, 1971. On transbay lines, patronage for the month totaled 1,270,940, up 52,767 or 4.3 percent above the October, 1971, figure of 1,218,173.

Nationally, the transit industry indicated a decrease in revenue passengers of 2.43 percent.

Operating costs during October were \$2,177,934, up \$256,328 or 13.3 percent above year-ago expenses of \$1,921,606. The system operated 2,243,683 miles of service, an increase of 113,704 miles or 5.3 percent above the October, 1971, mileage of 2,129,979.

Total income of \$2,494,528 covered operational costs and left a surplus of \$112,148 after meeting full bond debt requirements.

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting Nov. 22, the Board of Directors:

- Referred bids for furnishing fuel and other petroleum products to management for evaluation and recommendations, on motion of Director Copeland.
- Awarded contract for furnishing one mechanical bus washer to Ross and White Co., subject to approval of Urban Mass Transportation Administration, on motion of Director McDonnell.
- Created new positions of senior planning coordinator and project coordinator, on motion of Director Copeland.

At an adjourned regular meeting Nov. 28, the Board of Directors:

- Authorized President to execute Bus Management and Consultant Services Agreement between AC Transit and Santa Clara County Transit District, on motion of Director Berk. (See story, Pg. 3)

* * *

At a regular meeting Dec. 13, the Board of Directors:

- Awarded contract for supplying diesel fuel and other necessary petroleum products to Shell Oil Co., on motion of Director Copeland.
- Retained Arthur Young and Co. as independent auditors for 1972-73 fiscal year, on motion of Director Daughtry.
- Awarded three-year public liability and property damage insurance contract, with \$50,000 deductible, to Unigard Mutual of Seattle, on motion of Director Daughtry.
- Retained limited service on Line 31, commencing with BART extension to Richmond, on motion of Director McDonnell. (See story, Pg. 6)

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

508 16th St., Oakland, California 94612

Telephone (415) 654-7878

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- Inaugurated Sunday service on lines 82 and 92 in Hayward for a six month trial, commencing early in 1973, on motion of Director McConnell.

- Continued reduced senior citizen fare and extended time to 4 p.m. weekdays, on motion of Director McDonnell. (See story, Pg. 6)

- Authorized General Manager to execute Joint Exercise of Powers Agreement with other agencies to develop details of local transportation services for central Contra Costa County, and appointed General Manager to represent AC Transit on the Board of Control, on motion of Director McDonnell.

- Adopted resolution declaring results of Nov. 7 election of three directors, on motion of Director Bettencourt.

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